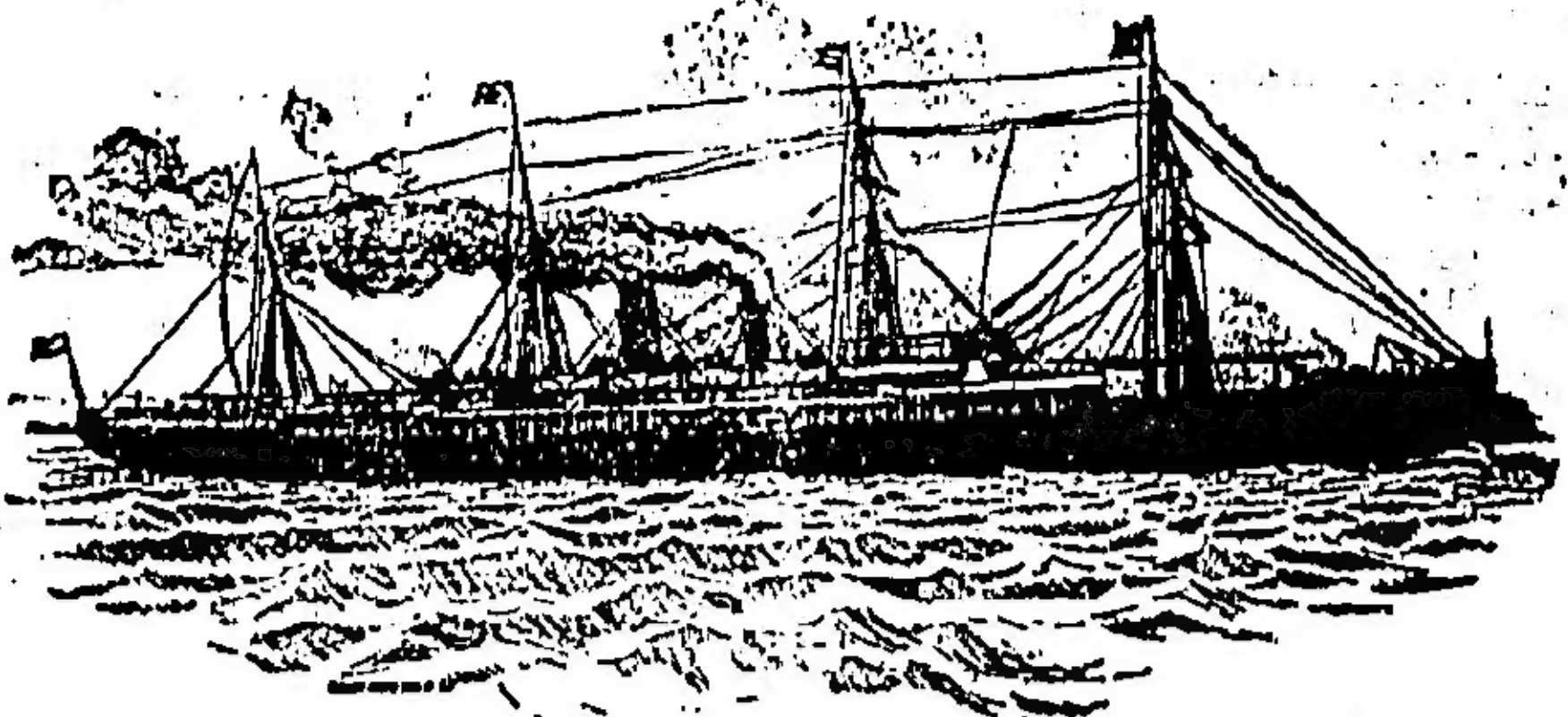


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons.	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060 "	THURSDAY, 15th September, at Noon.
"DORIC"	4,784 "	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 8th October, at Noon.
"KOREA"	11,276 "	TUESDAY, 1st November, at Noon.
"CORPIO"	4,353 "	
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE O. & O. Steamship "GAELIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

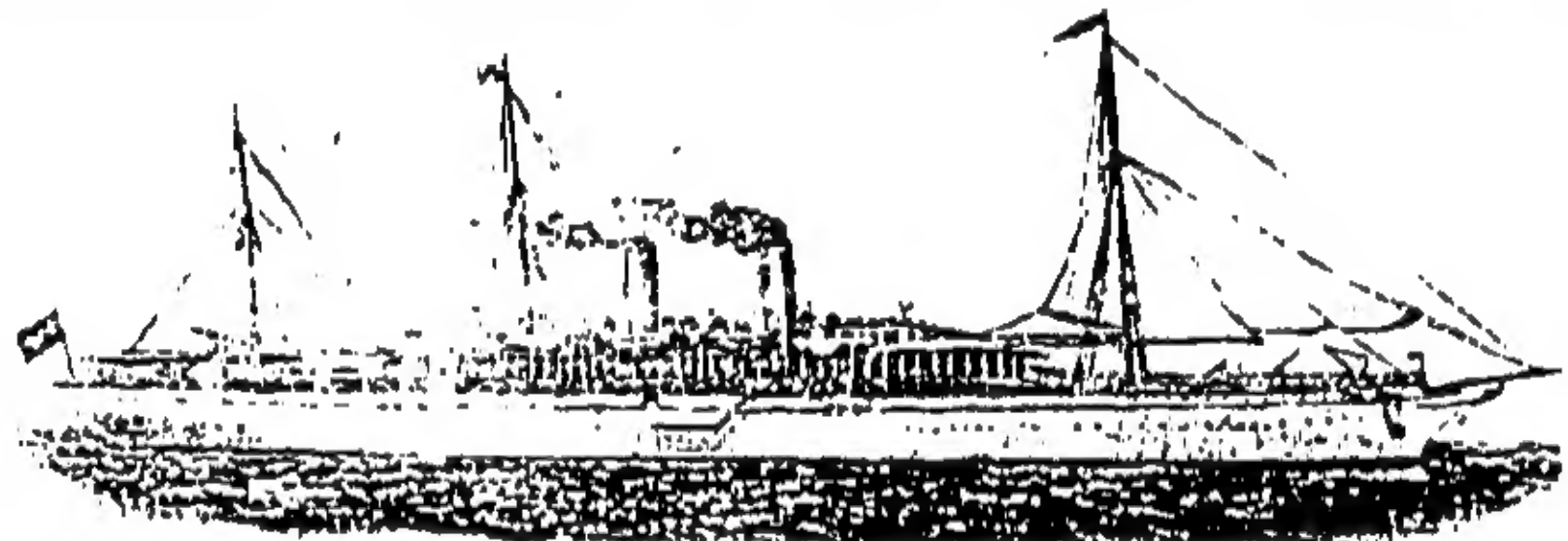
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-ports throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 19th August, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	5,000 Tons.	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	5,000 "	WEDNESDAY, 21st September.
"ATHENIAN"	2,440 "	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	5,000 "	WEDNESDAY, 19th October.
"TARTAR"	4,475 "	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA"	5,000 "	WEDNESDAY, 16th November.

Hongkong to London, 1st Class, via St. Lawrence 65s. Via New York 62s.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail 64s.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK Acting General Agent,
9, Pedder's Street.

Hongkong, 10th August, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA (ex BAMBERG)	HAVRE and HAMBURG.	27th August.
Miltzoff	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ANDALUSIA	HAVRE and HAMBURG.	10th Sept.
Filler	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG.	20th Sept.
Linning	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SCANDIA (ex KÖNIGSBERG)	HAVRE and HAMBURG.	Freight and
Behrens	(Calling at S'PORE, PENANG & COLOMBO).	Passengers.
SUEVIA	HAVRE and HAMBURG.	18th October.
von Döhrn	(Calling at S'PORE, PENANG & COLOMBO).	Freight.

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Hongkong, 18th August, 1904.

No. 1, Queen's Buildings.

GO TO THE
KOWLOON HOTEL,
KOWLOON. J. W. OSBORN, Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,303 tons.	Captain R. D. Thomas.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	W. A. Valentine.
"HANKOW,"	3,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons.	Captain J. Willox.
"NANNING,"	569 "	C. Buchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 12th August, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5 per Cask ex Factory.

In Bags of 250 lbs. net \$8 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st August, 1904.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED

WATERS in the Far East on account of

their High Class Machinery and also of the

superior ingredients they use in the manufacture

of their goods, and the cleanliness, &c., are all

under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and

HINCHLIFFE, LIMITED, Aerated Water

Engineers and Chemists, Manchester, visited

our factory recently in the course of a tour

amongst Eastern Aerated Water Makers, and

was greatly surprised at the compactness of our

factory and also the methodical way in which

everything pertaining to the making of Aerated

Waters was carried out. He also expressed him-

self strongly on the absolute cleanliness of our

whole establishment, which he assured us was

equal to any he had yet visited and superior

to a great many. He also reported that the

quality of our goods was of a first class nature,

and they showed that scrupulous care was

exercised in the course of their manufacture.

Order Books and Price List. Please apply to

FACTORY and OFFICE, West Point. Tel. 367.

Depot, 105 House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG.

General Managers.

Hongkong, 20th May, 1904.

[677]

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VOUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

[678]

THOS. A. HANMER,

Secretary.

Dated this 2nd day of August, 1904.

[679]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

[680]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS to G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer Oceanic

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*) \$0.80 per lb.

EYSEN CHEESE in Tins 0.75 the tin.

GOUDA CHEESE (Edam) 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES in JUICE.....Per Bottle \$1.50

CHERRIES " " " " " 1.50

ASSORTED FRUIT " " " " " 1.50

CHERRIES in BRANDY..... " " " " " 1.75

APRICOTS " " " " " 1.75

PLUMS " " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

[707]

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22nd October 1903.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, TO-MORROW, the 20th day of August, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 19th August, 1904. [889]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th, to the 20th day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 19th August, 1904. [890]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 22nd August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 29th July, 1904. [885]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.

Hongkong, 17th August, 1904. [941]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.
2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.
3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.
By Order of the Board,
EDWARD OSBORNE,
Secretary.

935]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend from the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandria Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [754]

Intimations.

"AQUATIC FETE."

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the LADIES of HONGKONG at the CLUB ENCLOSURE, Austin Road, Kowloon, TO-MORROW, the 20th instant, at 4 P.M. sharp.

The Secretary's Launch will leave Blake Pier sharp at 3.30 P.M. to convey Spectators and Competitors.

Entrance Fee—Non-members, 50 cents.
HAROLD C. AUSTEN,
Hon. Secretary.

Hongkong, 19th August, 1904. [939]

HONGKONG JOCKEY CLUB.

A MEETING of SUBSCRIBERS to the Subscription List will be held at the HONGKONG HOTEL on MONDAY next, 22nd instant, at 4 P.M.

Members who wish to put their names down and have not already done so will oblige by sending in to the Undersigned before that date.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th August, 1904. [935]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 10 per Cent. or \$1.50 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders, held this day, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after WEDNESDAY, the 17th August, 1904.

SHAREHOLDERS are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 16th August, 1904. [934]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 9th August, 1904. [922]

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to—

"W."

C/o Hongkong Telegraph.

Hongkong, 6th August, 1904. [914]

WANTED.

A SECRETARY FOR THE SINGAPORE CLUB. Applicants should send in, as soon as possible, particulars of their previous employment with copies of Testimonials to the Chairman of the Committee, Mr. E. C. ELLIS, to Collyer Quay, Singapore, from whom all particulars can be obtained.

A. G. HILLS,
Secretary.

17th August, 1904. [937]

NOTICE.

THE HONGKONG-MACAO LINE.

THE S.S. "CHU KONG" will take the place of the S.S. "WING CHAI" from MONDAY, the 15th instant, until SUNDAY, the 21st, on which both the steamers will run Excursion trips to MACAO. First-class return ticket \$2 only. Passengers of one steamer are allowed to return by the other, if so desired. The "CHU KONG" will leave on SUNDAY at 7.30 A.M., and returns at 3 P.M. The "WING CHAI" departure will be as usual.

MING ON & Co.

Hongkong, 17th August, 1904. [916]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"
Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. "PERSUASION" wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00

"Tiffin and Dinner may be had on Board at \$1 each meal."

YUK ON & Co., LD.
Hongkong, 8th August, 1904. [919]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [642]

THE JAPANESE ARMY IN WAR.

BY A RUSSIAN MILITARY EXPERT.

(Translated from the "Novoye Vremya")

All the Japanese military operations are carried out in accordance with well conceived schemes, evolved with special reference to the numbers and dispositions of the enemy. The Japanese never go into action without having a sufficient force at their disposal. Their guiding principle is to march in small bodies, and to re-unite before attacking the enemy. Communication is carefully maintained on the march between these separate columns, and the movement of each column is skillfully regulated, as was proved in the Chino-Japanese war. The dispositions for battle, too, of the various units, were irreproachable. The commanders of brigades, regiments, and battalions knew exactly what they had to do, understood the general plan of action, and were left perfectly free to perform their own share of the work. What was most striking in the engagements fought by Japanese troops was the absence of orderly officers galloping about to deliver orders. During the battle near Port Arthur in 1894, neither bugle calls nor loud shouts of command were to be heard; all orders were conveyed to the soldiers by means of whistles. Particularly worthy of mention is the mad valour displayed by the Japanese in all their battles, and the desperate dash forward to overthrow the enemy at the first shock. The Japanese infantry has decided many a fight with the bayonet, while not neglecting fire. The Japanese fire well, and stand fire bravely.

During the Chino-Japanese war the Japanese strove to hold the enemy in front by a rapid fire, and then to move round his flanks and take him in rear. In the Boxer campaign, however, they preferred a frontal attack, which cost them heavy losses in every action. A very favourite movement of the Japanese is a night march, swiftly executed with the object of attacking the enemy at daybreak. Their scouting and intelligence service, both in the infantry and cavalry is excellent. The Japanese cavalry is very badly mounted, and undoubtedly the weak point of the Army. It is suitable neither for rides of long distance, nor for charges; it is not accustomed to pursue a beaten enemy, but it always distinguishes itself in scouting work.

The artillery is armed with guns of the latest system, and fires admirably. During the war of 1894 it practised quick-firing, and made good results when supported by infantry. The sappers have received good technical instruction. In the last two wars they made telegraphs, telephones, and roads, and arranged places of disembarkation and bivouac grounds. They were not required to organise any defensive positions, as the Chinese never attacked. All the fortifications constructed by the Japanese sappers are executed with precision, and are up-to-date in all technical details.

The organisation of the Medical Service is perfect. The number of surgeons is sufficient for the requirements of the Army; and during the last wars the ambulances were abundantly provided with all the necessary medical stores and appliances. In those campaigns the Japanese had few wounded, but many sick. Casualties in the medical department were soon made good, men being moved up from the depots to fill the vacancies at the front. Each regiment has four surgeons, whose duty it is to render first aid to the wounded, even while a battle is progressing. The wounded are then carried to bandaging stations, where they are carefully attended to.

The Commissariat and Transport Service (Army Service Corps) is the heel of Achilles of the Japanese Army. The line of transport is much too long. During the war of 1894, each soldier had a coolie, who served him as a carrier. Consequently, the troops could move but slowly, the average length of a day's march being less than seven miles. For this reason the rear of the Army is liable to be constantly harassed by the enemy's cavalry; and there is no doubt that in the present campaign full advantage will be taken by the Russians of this weak point in their enemy's armour.

BYRON'S LAST HOURS.

The journal of Mr. Hodges, who was one of the passengers in the vessel which carried Byron on his last voyage to Greece, was sold at Messrs. Puttick and Simpson's auction rooms last month. The journal contains a complete record of Byron's last days at Missolonghi. On April 19, 1824, he writes:—"Dr. Millingen came into our apartments; on inquiry he said that Lord B. would be dead in an hour, for my part I have no doubt he was dead then, he had been quite insensible for two days and nights, and when they applied mustard poultices to his feet this morning there was no hope; about 6 p.m. they requested me to go and measure him; what ravages death had made."

"I should not have known him, it is not more than a week or 8 days since he was playing at single stick."

This journal was sold for £19, a lock of the poet's hair fetching £19 10s, and a first edition copy of "Child Harold's Pilgrimage" £18.

LUNAR AND TERRESTRIAL VOLCANOES.

Prof. William H. Pickering, Harvard's eminent astronomer, who has made such important discoveries recently in connection with lunar formations and variable stars, has started on a trip to the volcanic regions of Hawaii and the Pacific Coast, with intention of making an exhaustive study of volcanic craters and comparisons with observations of lunar craters. He will stop at the Lowe Observatory on Echo Mountain, near Pasadena, where, with clear atmosphere, he will be able to study closely Eros, Zerkow, and Pluto, two lunar craters. He will spend a month in Hawaii, carefully examine Kilauea, Mauna Loa, Mauna Kea and Haleakala. On his return, he will visit the Yellowstone geysers, for a study of them also.

LIVING PICTURES OF THE CZAR.

A PATHETIC SPECTACLE.

Night after night, states a London journal, a pathetic representation of the Czar of all the Russias is shown on the biograph at the Palace Theatre. One can look right into the Czar's face and gaze closely into his sad eyes. One can almost follow the train of thought that prompts his various motions. First one sees this little, tired Czar at the blessing of officers departing for the war. Priests in gorgeous vestments perform the rites with graceful movements, and the long-limbed officers come striding up easily and carelessly. But the little Czar shifts from one leg to the other, glances at the toes of his boots, attends anxiously to the set of his sword as though he had never hung one at the side before, or hurriedly smooths his moustaches. Now and again he thrusts one of his white-gloved fingers into his left eye, and then looks at his glove as though in search of a piece of dust. And, strange to say, this last nervous movement of his is repeated on every occasion, and in every set of circumstances in which one sees him. He is drinking the health of a departing regiment, and he shifts from leg to leg as he stands beside the table on which is set out the wine. Again he glances apprehensively over his shoulder, again he sees to the set of his sword, again he smooths his moustache, and again he sticks his finger into his eye, and looks for the extracted grit. He takes the glass of wine, raises it, and looks into it gravely as though death might lurk there. Then, with a sudden movement, he straightens up and drains it to the dregs. A moment later he is again shuffling aimlessly round the table.

Next the little black-bearded man in the light tunic and baggy trousers is receiving the returning heroes of the Varyag. And again he shuffles about big, high, wrinkly boots. Later, he reviews troops of all arms on the great square of St. Petersburg. This time he sits on a calm and stately charger, but his nervous movements in the saddle are as noticeable as when he is on foot. Then he vanishes, and he has not smiled once. The audience has watched quietly; there has not been a suspicion of applause. From the grand strains of the Russian national hymn the orchestra changes its notes into a jingling air. The light of the biograph shines out again, and the gallery cheers as Japanese sailors at drill leap on the screen. A woman leans forward to pick up her programme, and as she does so she murmurs "Poor little Czar!"

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/9 11/16
Do. demand 1/9 1/4
Do. 4 months' sight 1/9 15/16
France—Bank T.T. 2/38
America—Bank T.T. 2/44
Germany—Bank T.T. 1/85
India T.T. 1/35
Do. demand 1/35 1/2
Shanghai—Bank T.T. 71 1/2
Japan—Bank T.T. 89
Singapore—Bank T.T. Nominal
Java—Bank T.T. 108 1/2

Buying.

4 months' sight L/C 1/10 1/16
6 months' sight L/C 1/10 3/16
30 days' sight San Francisco & New York 44 1/2
4 months' sight do. 45 1/2
30 days' sight Sydney and Melbourne 1/10 5/16
4 months' sight France 2/32
6 months' sight " 2/33 1/2
4 months' sight Germany 1/89 1/2
Bar Silver 16 1/2
Bank of England rate 3 1/2

OPTIM QUOTATIONS.

To-day's quotations are as follows:—
Malwa Old @ 1,030/1,100
" Older @ 1,130/1,200
" Oldest @ 1,230/1,295
Paina New @ 1,170
Benares New @ 1,145
Persian Paper @ 850/880

For Sale.

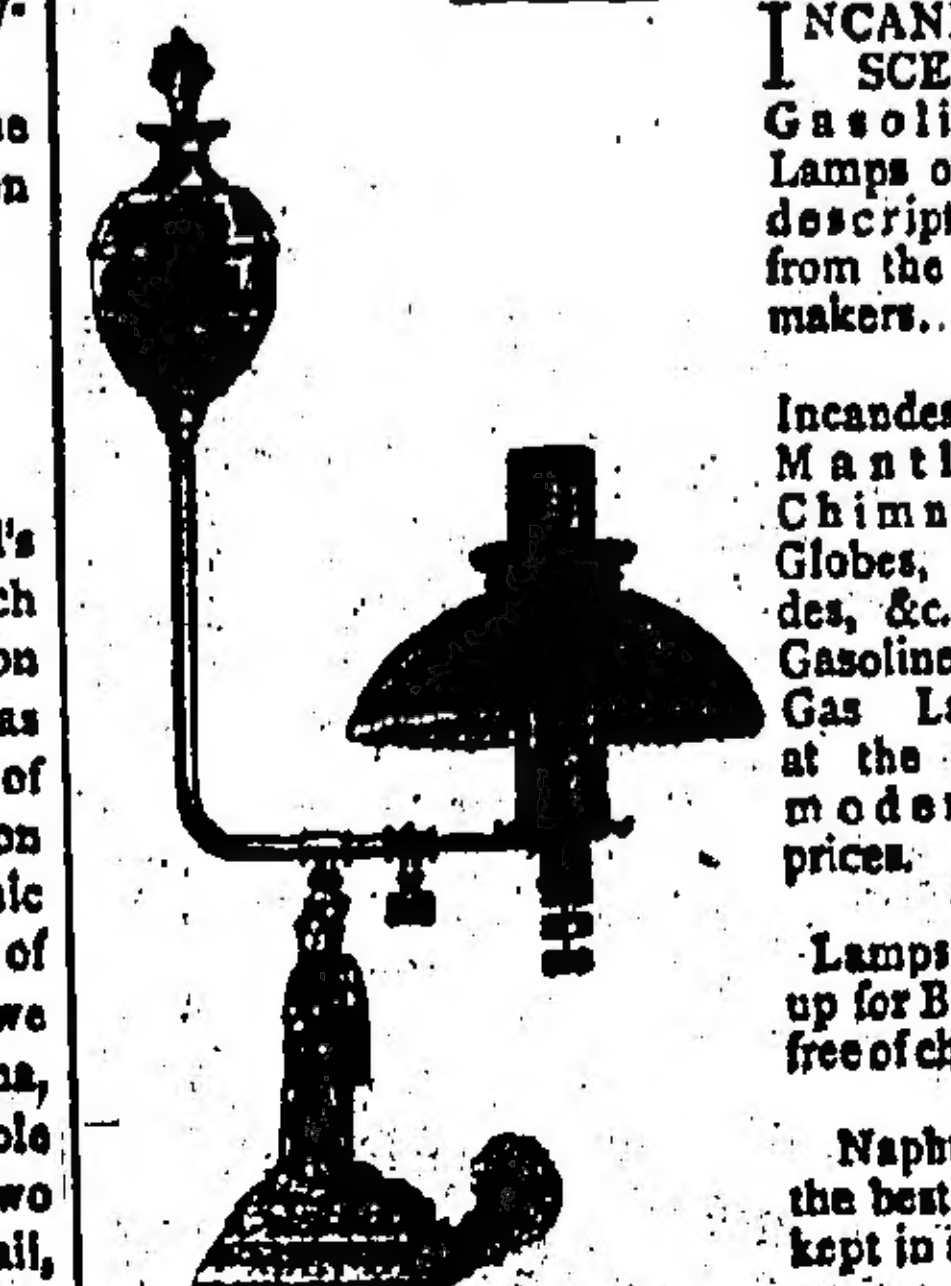
FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to
HUGHES & HOUGH,
8, Des Voeux Road.

Hongkong, 27th June, 1904. [760]

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace,
Hongkong, 17th November, 1903. [31]

Intimations.

REMOVAL OF THE ARTIFICIAL OBSTRUCTIONS IN THE CANTON RIVER.

ON BEHALF OF THE KWANGTUNG PROVINCIAL AUTHORITIES.

OFFERS in connexion with the REMOVAL of the BARRIERS in the CANTON RIVER, as specified hereunder, are hereby invited by the Undersigned

- 1.—To remove sunken stones to the following estimated amounts:
2,500 cubic yards to a maximum depth of 16 feet at Low Water Spring Tides (Customs' Datum).
3,000 cubic yards to a maximum depth of 12 feet.
1,000 cubic yards to a maximum depth of 8 feet.

The removed stone to be the property of the Contractor.
It is believed that the stones consist chiefly of granite and that they vary in size up to 5 cubic feet. The offer should be made in respect to granite and to "other stone," and at so much a cubic yard. The stone recovered will be measured in the boats, and the proportion of granite to other stone ascertained by a method to be mutually agreed upon.

The offer should state the minimum number of divers to be employed and the months during which the work will proceed.

- 2.—To remove piles from the Cambridge (YU CHU) and Whampoa (LI TAK) Barriers, the piles to be the property of the Contractor.

Offers for the removal of stones and piles, as above, are required at once.
3.—To remove entirely the wooden Bridge (SHA LO MUK) Barrier, including all outlying piles which are visible above low water. The whole of the material consisting of piles, timber, bolts, etc., to be the property of the Contractor. The offer should state a period for the completion of the work.

- 4.—To remove a portion of the central section of the Iron (SHA LO TIN) Barrier as follows:—

The 24 single screw piles and connecting girders of its northern end, and the adjoining 41 groups of triple screw piles—these piles to be entirely removed, and with all chains, bolts, girders, plates, and other gear belonging to the structure landed and stowed on the adjacent shore at the Sha Lo Tin Jetty.

The speedy performance of this work is specially desirable, and the period within which the work is undertaken to be completed will be an important factor in accepting an offer.

Offers for the removal of the Iron and Bridge Barriers as above will be received until the 10th September. Prospective tenderers of offers are free to examine the barriers by divers, etc.

A satisfactory bond for the due performance of undertaken work will be required.

Offers in reply to this advertisement, and correspondence on the subject, should be addressed to the Barrier Office, Custom House, Canton.

The right of accepting or rejecting any offer made hereunder is hereby expressly reserved.
R. DE LUCA,
Acting Commissioner of Customs.

Custom House,
Canton, 17th August, 1904. [949]

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER, WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM

\$365 to \$850.

NEW

CONSIGNMENT.

JUST ARRIVED

PER S.S. "EMPRESS OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong for 5 years (at Peak included) without a Single Failure, which can be said of no other Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 3rd August, 1904. [59]

Auctions.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of August, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Lai Chi Kok in the New Territory of Hongkong, for a term of 75 years, from 5th April, 1904, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for the rest of the term of lease from China or for one further term of 75 years if competent for the Government so to make it.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
			ft.	ft.	ft.	ft.		£	£
	Kowloon Inland Lot No. 11.	Lai Chi Kok.	515	565	102	102	54,650	472	5,465

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO
HIS EXCELLENCY
THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS.

DRUGGISTS.

PERFUMERS.

CIGAR AND CIGARETTE MERCHANTS.

AERATED WATER

MANUFACTURERS.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 16th August, 1904.

TELEPHONE NO. 45.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,

WHITE TURKISH TOWELS.
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.
Hongkong, 8th January, 1904.

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.
Contract for New Tonnage on reasonable terms
with First-class Builders.
A large stock of Canadian Asbestos and
Asbestolite goods kept.
Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone—No. 358.
Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. One copy sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

At Newchwang, on the 18th August, the wife of
M. P. MILLER, of a daughter.

DEATH.

At Government Civil Hospital, on 19th inst.,
Captain R. MACKENZIE, of s.s. *Kiang Tung*.
Funeral will pass the Monument at 5:30 p.m.,
20th instant. [952]

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 19, 1904.

HARBOUR ACCOMMODATION.

Whatever may be the future of this Colony,
whether it is destined to become a still
more flourishing possession of the Crown or
to dwindle to a laggard in the long line of
Great Britain's overseas dependencies, ship-
ping must continue to be the source whence
its support is drawn. Anything which is
calculated to, in any way, hamper this
is deserving of every attention at the
hands of the authorities whose most
recent act for the benefit of captains
has met with the approval of all con-
cerned. We refer to the improved system
of storm warnings and weather forecasts.
There is, however, another matter of even
greater moment. The experiences of the
past decade have shown us that the ship-
ping of the port continues to increase so
rapidly, both in numbers and size, that it
is imperative that further accommodation
should be provided with the least possible
delay. With such extensive reclamation
work as we have seen carried out since the
early days of the Colony and the extensive
schemes, such, for instance, as the Naval
Yard extension, and others in contemplation,
the deep water area has been considerably
reduced so that the berthing of some
of the larger craft visiting the port is
likely to necessitate the smaller vessels
being compelled to drop anchor in the
outskirts of the harbour far removed from
godowns or wharves. Owing to the in-
crease in size and number of His Majesty's
ships on the China Station, as well as of
the warships of foreign nations and to the re-
clamation to the shore of deep water near
the Admiralty anchorage, the man-of-war
ground—formerly accommodated all
battleships British as well as foreign, has
been found at times quite insufficient for
even our own vessels and the excess
has had to be accommodated elsewhere.

The necessity for providing special an-
chorages for the accommodation of
ships-of-war, coal ships and ships with
gunpowder or dangerous goods, as well
as for keeping three fairways clear for the
passage of ships through the harbour, entails
very much the available deep water space.
This, in conjunction with the silting up of
certain parts of the harbour, the continually
contracting area within which our ships
can conveniently moor, certainly calls for
action without any loss of time. Approxi-
mately speaking, the water area within the
harbour limits comprises seven square miles.
Of this about one-half is of less depth than
4½ fathoms at low water, while fairways and
special anchorages take up another 1½
square miles, leaving only 2½ square miles of
deep water available for the very large and
constantly increasing amount of shipping
trading to the Colony. This matter has been
considered on several occasions by successive
Harbour Masters, and we believe it was Mr.
Murray Ramsay who suggested deepening
the area between Yaumati and Stonecutter's
Island by which nearly two square miles
more of deep water could be added to our
present space. Then, again, there are shoal
patches in several places of the harbour,
principal of which is off Quarry Bay and in
mid-channel south of Cust Rock. Some time
since it was suggested that they be
removed by dredging, but as the estimated
cost of doing so proved too high the idea
had to be abandoned. Not long ago it
was pointed out that they were an obstruc-
tion to British warships, and owing to
the tendency towards larger and deep
draughted vessels it is quite possible that
in the very near future they may become
a source of grave danger to merchant
vessels. In his report on the har-
bour for last year, Mr. Basil Taylor, who
then held the acting appointment, did not
favour dredging which, he said, was extremely
slow and expensive work. Any scheme
which bases its entire hopes on this alone
was, in his opinion, doomed to failure, not

only on account of the slowness of the work,
but because of the probable uselessness of
it. He pointed out that it is reasonable to
believe that, as those parts of the harbour
which stand in need of dredging have been,
and are still being, silted up, so they will
continue to be in the future, and unless a
prohibitive (as to cost) number of dredgers
be employed, and be kept employed, very
little, if any, impression will be made on the
depth of the water. And the work will be
endless, as it will have to be kept going
indefinitely. As an alternative scheme he sub-
mitted to Government one providing, *inter*
alia, for the deepening by natural means,
of the water west of the Kowloon Peninsula
and inside Sulphur Channel. This he was
not permitted to make public, but it surely
would be of interest to learn whether the
matter has been allowed to remain in abey-
ance or whether the advisability of adopting
it has already received the attention of the
Executive. It so, we trust that something
may be heard of it in the near future.

LOCAL AND GENERAL.

NO CASES of plague have been notified to the
Sanitary authorities since noon of yesterday.

LICENSES for 47 motor cars and 12 motor cycles
to run in Calcutta have to date been issued.

NOTHING, it is said, could be more satisfactory
than the present state of the Egyptian cotton
crop.

We regret to have to record the death of Capt.
R. Mackenzie, of the China Merchants Steam
Navigation Co.'s s.s. *Kiangtung*, which oc-
curred at the Government Civil Hospital this
afternoon from pneumonia poisoning, caused by
eating tinned provision.

THE riotous Sanitary Board rat-catchers and
district watchmen, whose case has already
been reported in these columns, were con-
victed this afternoon by Mr. Gompertz, and fined
\$10 each, and bound over in the sum of \$25
each to be of good behaviour for six months.

Mr. James Thompson, until recently employed
at Quarry Bay, died suddenly yesterday after-
noon. We are informed that he reported him-
self at No. 2 Police Station, and Insp. Gauld
had him at once removed to hospital, but un-
fortunately he expired on his way there. The
deceased, who was only 34 years of age, was
well-known in Hongkong.

THE s.s. *Halvard*, a vessel of some 1,550 tons
owned by a firm in Norway and trading between
Shanghai and Manila with cattle, is said to be
aground near the former port. She was bound
for Manila at the time of the accident and has
on board over four hundred head of cattle for
that port. Another steamer, the *Selun*, has
been chartered to save the cargo.

ON Wednesday morning Mr. Robert Duncan,
Sanitary Inspector, was called out on business
for a while, and when he returned he found his
silver watch, gold chain and locket, a gold
brooch, and \$75 in notes had disappeared from
his bedroom at No. 17 Wyndham Street. The
matter was reported to the police and the cook
Chan Shun, alias Chan Sze, was arrested on
suspicion. The case was remanded till the
20th inst.

KWAN TAK, a letter-carrier, while delivering
letters at No. 89 Connaught Road, West had
his cupidity excited by seeing a gold watch,
with a brass chain, lying on a desk, the prop-
erty of Ng Chau Po. He quietly put the
same in his pocket and was about to leave the
establishment when Ng discovered his loss,
and Kwan was immediately arrested. Two
months' hard labour and six hours in the stocks
was Mr. Gompertz's award.

THE United States Consul-General at Bangkok
brings to the notice of the Government the
indigenous rubber producing plants in Siam,
which he believes could be profitably cultivated
in the Philippine Islands. The Siamese have
also recently introduced the Para variety in
various places, but the ultimate result of the
venture remains to be seen. The indigenous
variety yields about four pounds of rubber per
annum, grows very quickly, and does not ap-
pear to be so liable to be attacked by disease
as the imported Para plants.

WHEN reporting to the Government on the
trade of Japan during the first four months of
1904, Mr. Sutor, the Government Commercial
Agent, pointed out that the imports of leather,
sole and other descriptions, amounted to
£69,054 in 1904, as against £44,556 during the
same period of 1903. No doubt the war had a
lot to do with this increase, but, in any case,
the demand had a decided upward tendency,
and therefore special attention was again in-
vited to the leather market for Japan, as well
as the Orient generally.

IT is difficult to attune the mind and imagina-
tion to the Pope "doing" the Vatican sights,
but that is how he is employing his leisure at
the present time. Of course all the world
knows that in his Palace of the Vatican there
are so many art treasures that it would take
the lifetime of a young man to study them all,
and that they are of overpowering interest; yet,
with all that, it does not fit in with one's ideas
that a Pontiff should go sight-seeing. But why
not, after all? There is nothing undignified in
it, and it certainly must be a consolation and a
feast for weary eyes.

It is telegraphically reported that the Rus-
sian hospital-ship *Mancholia* is expected to go
to Shanghai from Port Arthur.

AT Kowloon last evening the first match of
the Water Polo Shield Competition was decided
in favour of "B" team by three goals to 2 of
the "C" team. At half time "C" team led by
2 to 1.

THE funeral of the late Mr. Harold Clarke
(Messrs. Carmichael and Clarke) took place at
the Happy Valley last evening. There was a
large number of friends of the deceased gentle-
man, at the graveside, many of whom either
sent or brought floral tributes.

THE coolies from Kwangsi who have recently
joined the Wahikok camp pending their em-
barcation for South are said to be excellent
men. They are anxious to get away, and at
their request have been given work which
enable them to earn some thirty cents per day.

We are asked to remind our readers that the
entire for the third meeting of the Gymkhana
Club close to the hon. secretary at the Hong-
kong Club to-morrow, Saturday, the 20th inst.,
at 7 p.m. Entrance fees must accompany
entries. The programme is advertised in an-
other column.

It is reported from Berlin that information has
reached the German Foreign Office that Japan
has recently made unofficial suggestions to
friendly powers regarding the termination of
the war. These powers conveyed the unofficial
suggestions unofficially to the ears of the Rus-
sian government. Japan offered to cease hos-
tilities on condition (1) that her right to annex
Korea be recognised; (2) that Manchuria be
returned to China. Russia refused to consider
these proposals.

A CHINAMAN, who was standing in Mr. Gom-
pertz's court this morning while waiting for a
case in which he was interested, found the time
wearisome and thought he would relieve the
monotony with a cigarette. But the sacred
precincts of the Court must not be polluted by
the fumes of tobacco, and so the culprit was
called forward and with the lighted cigarette in
his mouth he advanced and faced His Worship
who ordered him to stand out in the body of
the Court-room in the attitude of the Statue of
Liberty, holding aloft the offending cigarette,
and to remain so during the sitting of the Court.

THE King Edward VII Lodge of Hongkong of
the Royal Antislavery Order of Buffaloes
received a telegram from the Grand Lodge
of England instructing to raise Mr. Sorabjee
Dhunjeebhoy Setna of Hongkong to the second
(the Primo) Degree of the Order. The lodge
on receipt of the telegram unanimously decid-
ed to confer the degree on Mr. Setna, and
yesterday he was raised to this sublime degree
in the presence of a good number of Buffaloes.
Before the ceremony the officers met at the
Hotel America where a good dinner was en-
joyed, by some twenty-officers, under the
presidency of Mr. Setna. We believe Mr. Setna
is the first Iarsee to join the order, and the
local "King Edward VII Lodge" is rather
proud of him.—Contributed.

WHAT might have resulted in a frightful
accident was very narrowly averted this
morning, at the corner of Wing Lok Street
and Des Voeux Road. A coolie carrying on
his back a sack of grain suddenly dashed in
front of a ricksha in which a European was
riding, and finding another ricksha advancing
in the other direction a few paces from him,
dropped his bag in front of the first ricksha
nearly upsetting the coolie, and causing him
to stop dead short in front of an advancing
tram car which had to pull up with barely
three inches between it and the back of the
ricksha, which was unable to move on account
of the sack of grain in front and the crowd of
rickshas and trucks on either side. Seeing that
all danger to his own anatomy was over, the
coolie calmly advanced, and with the assis-
tance of two others replaced the sack on his
shoulders and continued on his way.

TWO burly looking Chinamen were placed
before Mr. Gompertz yesterday, charged with
entering No. 24 Gough Street, and stealing two
boxes of clothing, silk bed-covers and other
articles valued at \$85, and \$50 in money. Mr.
O. D. Thomson appeared to defend the second
defendant, Chu Chin. The complainant stated
that when he made a search and found that a
door leading into No. 24 Gough Street adjoin-
ing his house was open, also another door
leading to the roof, and on going to the roof
he found the boxes but the contents had been
abstracted. The matter was reported to the
police, and a few days ago, Sergeant Munson,
while coming over in the launch from Yaumati,
saw a man with some of the stolen clothing in
his possession, and arrested him. That was
the first defendant, Kwan Shing. The latter
then took the sergeant to a house and the
complainant was sent for, and he immedi-
ately identified some more of his stolen prop-
erty. That was the house of the second
defendant. The first defendant said he was
given the clothes found in his possession by a
friend of the second defendant to take them to
Yaumati to pawn when a constable arrested
him. Mr. Thomson said there was no evidence
against the second defendant beyond his pos-
session of a bundle of unmarked clothes, and
it was not for him to offer any explanation;
it was for the prosecution to show that he stole
the goods or received them knowing them to
have been stolen. There was no evidence to
show any criminal act or intention or know-
ledge on the part of the defendant. Both
defendants were convicted on the charge of
being in unlawful possession of stolen property,
and were sent to three months' hard labour
each and six hours stocks.

A STRANGE CASE.

EMIGRANTS IN CONFINEMENT.

The case in which the accountant, the watch-
man, and the cook of a Chinese boarding
house, at 121, Des Voeux Road, were charged
with slaying and killing a coolie, as reported
in these columns last evening, was called on
this morning before Mr. Kemp. Mr. Bailey,
solicitor, appeared for the defence. There
was a further charge against the first defendant
of unlawfully detaining the deceased against
his will for the purpose of emigration. After
some discussion as to whether the cases should
be taken separately or together it was decided
to take the charge of unlawful detention first.

Leing Ko said he came from Canton on the
14th August with a man he did not know. The
latter told him in Canton that if he came to Hong-
kong he would get him a job. He understood
that the job was to be got in Hongkong. The
man paid witness's passage. On arrival he
went to the Wong On Pong, being taken there
by the same man. Witness was never in
Hongkong before. He was taken to a room
on the third story.

Mr. Hallifax, who prosecuted, explained the
internal arrangements of the boarding house,
which extended from Des Voeux Road to
Connaught Road.

Witness, continuing, said there were six other
people in the room with him. He was not
allowed to go into the street, nor were any of
the others. He was prevented by the watch-
man who would not let him go out. Witness
did not try to go out, but some of the others did.
He did not tell the man in charge that he
wanted to go out. There was always a man in
charge day and night to prevent them from
going out. He was told later that they were
all to go to Singapore. The first
defendant, the accountant, told them they were
to go. He said they were to sail on the 16th
inst. Witness agreed to go at first, but changed
his mind because, finding he was still not
allowed to go out, he understood he was kid-
napped. The others objected from the first.
Witness did not leave the house once between
the 14th inst. and the time the police came on
the 16th. He knew the third defendant, who
was the cook in the house and said he had
seen him stop a man who tried to go out.
Both the second and third defendants told him
that when once anyone came up into that
house they could not go out again without the
first defendant. Witness did not know the
man who was killed on the 16th inst. He
went down to the second floor, when the cook
woke up the watchman, calling out "thieves,"
and deceased went back to his room. It was
the first defendant who took witness into the
house on his arrival on the 14th inst.

Cross-examined by Mr. Bailey, witness said
if he saw the man who met him in Canton he
could recognize him at once. It was not either
of the accused; he first saw them in Hong-
kong. He was sitting in the road at Shameen
when the man came to him and said if he
came to Hongkong he would get witness a
job. He said he was quite willing to get work
in Hongkong. The man did not mention any
special place where the job was to be got.
When he landed he went straight to the board-
ing house and saw the first defendant who
asked his name and country, and then sent
him upstairs to the third floor. There were
six men there, and the watchman.

Two men were then called into Court and
witness immediately recognised them as having
slept in his room. Seven others were called
and witness identified them as having been on
the premises, but not sleeping in his room.
There was no actual force used to prevent
witness from going out, the second and third
defendants merely telling him he was not
allowed, and he remained still. One man who
slept next to him tried to get away. He did
not know that man. Witness himself wanted
to go out, but on being told he would not be
allowed to do so he did not try any more.
There was a balcony outside witness's room,
and they were allowed to go on it, because
they could not get to the street that way. He
found out early in the morning of the 16th that
they were to be taken to Singapore. The
accountant told him so. The third defendant
was never in charge of the room alone by him-
self. It did not strike witness that the six of
them could have escaped when only two were
guarding them. Witness did not want to have
any disturbance, so he did not try to escape.

Witness knew that a man tried to escape,
but did not see him fall. With others he look-
ed from the verandah and saw him in the road.
The second defendant came and prevented
them from looking any more, saying that if they
looked other people would see what had hap-
pened and accuse them. He then made them
go into the room, and shut the verandah door.
The first defendant also came up and told them
not to look out. No one went down from the
boarding house to attend to the fallen man,
but pretended not to know about the matter.
At this stage Mr. Hallifax requested His Wor-
ship to add the further charge of sending in a
false return of emigrants to the Harbour office.
His Worship elected to hear that charge sepa-
rately.

Witness, continuing, said that the third
defendant slept on the premises that night.
Deceased was coming upstairs when third de-
fendant cried "thieves." When deceased got
upstairs he immediately ran out on to the
verandah. Witness thought deceased ran into
the verandah an account of the third defendant's
calling out. The latter again called out
"thieves" after the man fell from the veran-
dah. Witness thought the third defendant
called out "thieves" the last time, because a
visitor had left the house! The third defend-
ant went out on to the verandah after the de-
ceased fell.

Other evidence was then called corroborat-
ing that already given. Several of these wit-
nesses said they were quite willing to go to
Singapore to work, but they wanted liberty.
They also identified the defendants as their
captors and detainers.
The case was remanded.

H.M.S. "TERRIBLE" IN HONGKONG.

H.M.S. *Terrible* (Captain A. T. Stuart) ar-
rived here yesterday from home, bearing relief
for various men-of-war on the China Station,
and it is expected that she will return to Port-
smouth either next month or early in October.

The famous cruiser has undergone consider-
able changes both in armament and men since
the gallant part she played in South Africa. She
has recently been re-fitted and overhauled at
Portsmouth, and is now armed with the latest
pattern guns. She carries two 9.2, sixteen six-
inch, a dozen twelve-pounders, an equal num-
ber of three-pounders in addition to quick-
firing, etc.

One of the engineers in an interview with a
representative of the *Times of Ceylon* said that
the voyage from Portsmouth to Colombo was
almost a record, for she had left the former
port on 1st July and despite delays at Gibraltar,
Port Said, Suez, Perim and Aden, as much as
four days in some places, she had done the
journey in a month. The much discussed
Bellevilles, by consuming at the rate of 90 tons
coal per diem, showed a saving of from 40 to 50
tons on other boilers. She had kept up an
average speed of 13 knots despite ex-
periencing some nasty monsoonal gales four
days from Colombo, when seas almost ran
over the high decks. "Our acquaintance with
the Russians was fleeting," said an officer in
reply to a question put by the reporter at
Colombo. We were fortunately informed of
the doings of the Russian Volunteer Fleet
cruisers in the Red Sea before entering the
Canal and the Captain had been informed to do
nothing. We were surprised on seeing the P.
and O. *Malacca* being escorted by the Russian
vessel *St. Petersburg* back to Port Said and
could not help feeling indignation over the fact,
but we passed by without hailing each other.
At Perim, where the vessel coaled, the Captain
received orders from the Admiralty to wait there
until instructed to proceed. This was very
significant and the officers were full of con-
jectures as to what was going to happen, but
four days later the vessel was ordered to proceed
on its journey, this being probably due to the
fact that the *Venus* and two torpedo boats had
entered the Red Sea. Though a small incident
in itself it was sufficient to show how serious
the situation at that time was.

The officers and men were all in the best of
trim, and claim amongst their number some
remarkably good athletes. Amongst their
recent achievements they have wiped out
fairly good cricket elevens at Port Said, Suez
and Perim, and are most anxious to antagonise
the locals. There will, we are sure, be no
difficulty in coming to an arrangement in this
connection.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—

On the 19th at 11.40 a.m. The barometer has
risen slightly in S. China and considerably
further to the northward and has fallen slightly in
the Philippines.

Gradients are slight upon the China Coast
and only a little steeper over the China Sea.
Light S.W. or variable winds will be met with
in the Formosa Channel and light S.W. winds
in the northern part of the China Sea.

Forecast:—Light S.W. winds, fine.

N.B.—In the absence of information from
the north it is impossible to locate the typhoon.
It is probably raging upon the west Coast of
Korea.

MR. Fritz Harding Gage, British Vice-Consul
at Rouen, was drowned in the Seine near the
Pont de L'Arche while he was with his *fiancée*,
his sister, and some friends. They had been
in a small sailing craft, and when he was step-
ping from the boat to another, he slipped and
fell into the water, his friends being unable to
effect his rescue. Mr. Gage's *fiancée* fainted
on witnessing the fatality. The deceased was
thirty-three years of age.

GERMAN statistics compiled up to the middle
of June give the aggregate sales of steamers
by other countries to Japan and Russia since
the outbreak of war as follows:—
England to Japan, 17 steamers, of 57,418 tons.
England to Russia, one steamer, 1,707 tons.
Germany to Japan, four steamers, 6,741 tons.
Germany to Russia, seven steamers, 5,264 tons.
Holland, Italy, and Norway, one steamer each
to Japan.

Subsequently there has been announced the
sale to Japanese owners of two British steamers,
of 4,913 tons; one German steamer, of 2,821
tons; and one Norwegian steamer of 2,123 tons.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 23rd inst.
French (*Ernest Simons*) 24th inst.
American (*Mongolia*) 27th inst.
Indian (*Kumsang*) 29th inst.
Australian (*Chinglu*) 7th prox.

The Barber Line s.s. *Shimosa* sailed from
New York on 14th inst.

The E. & A. Co.'s s.s. *Eastern* from Sydney,
etc., will leave Manila to-morrow for this port.

The C. N. Co.'s s.s. *Chinglu* from Aus-
tralian Ports, left Sydney on 13th inst. p.m.,
and is due here on 24th prox.

The H. A. L. s.s. *Scandia* from Hamburg
left Singapore for this port on 18th inst. a.m.,
and may be expected here on 24th inst. at
daylight.

TELEGRAMS.

(Reuters.)

The British Protest to Russia.

LONDON, 17th August. The Daily Telegraph's correspondent in St. Petersburg wires that the protest recently presented by the British Minister reviews, firstly, Russia's claim to treat as contraband articles recognised by international law as legitimate cargo. Secondly, the refusal to limit the zone wherein alleged contraband may be pursued, involving the right to hamper even coasting trade. Thirdly, sinking vessels; and lastly, the protest demands compensation for the heavy losses inflicted on British shipping, including confiscation of cargoes and sinking of steamers; the language of the protest is courteous though emphatic.

The United States simultaneously presented an energetic protest similar to the first section of the British, which points out that Russia implicitly claims the right to forbid all trade to the enemy's country without effectually blockading its coasts.

Russian Cruisers Still Active.

The Russian cruiser *Ural*, formerly the German liner *Kaiserin Maria Theresia*, stopped a British collier west of the Straits of Gibraltar. The commander stated that he was searching for 200 steamers carrying contraband for transshipment at Mediterranean ports.

Cargo for Japan.

The Hamburg-American and the Norddeutscher Lloyds are doubling their service to Japan mainly to provide for freight refused by the British companies.

THE CRIMINAL SESSIONS.

DISHONEST SERVANT.

In the Far East the cry of "dishonest servants" is nothing new.

At the Criminal Sessions this morning, continued before the Chief Justice, (Sir Wm. Meigh Goodman), a coolie, rejoicing in the name of Lan Fat, and he looked in, was charged with having forged a bill of exchange purporting to be a cheque drawn by Mr. John Cronin in favour of the Hongkong and Shanghai Banking Corporation.

It seemed that, by accident, Mr. Cronin left a drawer containing a cheque book, issued by the Hongkong and Shanghai Banking Corporation unlocked. A cheque was withdrawn from the same for £20, signed by someone in the name of John Cronin, and then cashed by the comptroller or one of his assistants believing the instrument genuine.

The prisoner pleaded guilty to complicity. His Lordship said the offence was a very serious one in a large commercial community like Hongkong. He took into consideration the fact that the prisoner, a messenger, was only 18 years of age, and although he was liable to suffer the maximum penalty of fourteen years' imprisonment for such an act, he (His Lordship) would order him to be imprisoned and kept to hard labour for a period of eighteen months.

BURGLARY IN QUEEN'S ROAD.

A Chinaman was indicted for the theft of a number of watches, and a handkerchief from the store of Mr. J. A. Rombach, Queen's Road Central.

Chun Pu Yuen, was accused of having received some of the property, knowing same to have been stolen.

The evidence called by the Crown served to introduce both prisoners to a number of pawnbrokers who had purchased from them watches, at a reduced rate, from the ordinary or extraordinary price of a tin timekeeper.

It was stated that the value of the 134 watches stolen was \$450.

The first prisoner was sentenced to seven years' imprisonment and the second to two years, both with hard labour.

GREAT BRITAIN AND GERMANY.

The London correspondent of the Birmingham Post writes:—I am officially informed that an agreement was signed to-day by the Marquis of Lansdowne and the German Ambassador providing for the settlement by arbitration of differences which may arise of a legal nature or relating to the interpretation of existing treaties between the two countries. It is identical in terms with the agreements recently concluded with France, Italy, and Spain. The incident, I may add, is of the more interest, and even significance, because I am in a position to state that communications upon a wider scale are just now passing between representatives of the British and the German Governments, and that the ultimate results of these may be considered likely to prove of a far-reaching character, especially in view of possible early and important developments in the Far East.

I learn from an influential authority, who was a member of his Royal Highness's suite on the occasion of his visit to England a few weeks ago, that both the King's visit to Kiel and the visit this week of the German naval squadron to Plymouth were arranged by Prince Henry of Prussia. "It has for a long time been recognised," said my authority, "that the Kaiser's brother is even a better diplomat than a sailor." He is more persuasive than impetuous, and if now or at any future time there should be a closer relationship politically between Great Britain and Germany, the Prince must be regarded as responsible for it. He is, of course, very often the Kaiser's private envoy, but we have no doubt that his Imperial Majesty has been many times indebted to the Prince for his 'sivoir faire.' And no better evidence of this could be afforded than the Kiel visit and the reception of the German ships at Plymouth.

THE WAR.

PORT ARTHUR FIGHTING.

Reports as to the sort of fighting at Port Arthur, on the land side, are coming through. The *Chefoo Daily News* translates from the *Novi Krai* an account of the engagements on the 26th and 27th July, when the Russians won the day, repulsed the Japanese, and then retired. We have space only for the following: "The second day of the fight was clear and quiet. The persistent enemy kept up a constant artillery fire, the awe-inspiring shells whizzing over Lunwun valley at Prince Tscheide and Captain Skrydloff batteries. The firing of the enemy cannot be heard, but the detonation caused by the exploding shells can be clearly distinguished from the Russian batteries. What will be the result of it?"

"Thank God! on the batteries the skilful management of the officers reduces to a minimum the losses in the hell of fire and hail-storm of iron in which these forts have been enveloped for forty-eight long weary hours. The enemy's batteries of twenty-four guns have hurled a constant fire of shrapnel at our entrenchments. The riflemen, hidden in the trenches along the whole line of defence, over-showered from the front with a hail of missiles, are patiently awaiting an attack. It is still unknown where the enemy will direct his blow. The defensive line of the right wing is about ten 'versets' in length, and that of the left wing fifteen. This is a fight unprecedented in history. Artillery trains are galloping to and fro in Lunwun valley. Telephones are at work without ceasing, the apparatus mounted hurriedly on the rocks. The division commander and Colonel Nimejenoff are receiving reports and giving orders incessantly. Every minute is heard the cry 'the next courier', and the chase-addressed seizes his message and rushes off. For the more important messages officers are chosen. 'Lieutenant Lenkewitch, you will ride to Captain Palchewsky, and see for yourself the state of affairs in his position.' Lieutenant Lenkewitch, a model officer, chief of a company of chasseurs salutes and replies understandingly, and hurries away through the valley enveloped in a hailstorm of the shrapnel. The Japanese think that our reserves are there, and how many thousands of shells they have dropped these two days! About nine o'clock the rifle fire began. The enemy began to assault. But the forts of Prince Tscheide and Captain Skrydloff sent forth a fire that was terrible in effect. A storm of shells met the attacking troops. 'I should not like to be in the place of the Japs; it is like opposing the elements,' said one of the officers."

In view of the deadly struggle now in progress in the Far East, it may be interesting to reproduce some account of the rifles carried by the Russian and Japanese infantry respectively. The weapon of the first-named is a long rifle with a barrel of 30 in. Its total length without bayonet is just less than 44 feet, and bayonet 57 feet. It is of a pattern designed by Colonel Mossine, of the Russian Artillery, and is a repeating rifle with a magazine for five cartridges inserted by a loader. The Russian cavalry carry the same weapon, which is practically universal throughout Russia. The Japanese weapon has been named after Colonel Arisaka, who designed it. It is of the type of the Mauser of the date of 1897, and is manufactured at the Tokyo works; it has a barrel 31 in. in length, the total length of the rifle being a little over 4 feet, and with bayonet fixed, about 54 feet. The ammunition carried by both opponents alike amounts to 120 rounds per man, which is accommodated by both armies partly in a couple of cartridge-boxes and partly in a knapsack. It would seem, then, as regards rifle fire, that the comparative values are nearly equal, but there can be no doubt of the superiority of the Japanese Artillery, which has been fully proved in action, when the destructive effect of artillery fire contributed largely to the victory as results achieved. Some years since the Japanese re-armed their field batteries with a new steel gun of low calibre, very light in weight, thus conducing greatly to its mobility, and firing an eleven-pounder projectile. The gun is not a quick-firer in the modern sense of the word, although the recoil is reduced by dragrohes used on each wheel. This gun has a range of 5,000 yards, and very good practice has been made with it. Their army is also provided with a large number of mountain guns, great numbers of which are with the division composing Kuroki's advance, now encircling the extreme left and rear of Kuropatkin's main army.

TOBACCO AND PLAGUE.

The *Pioneer*, noticing in an interesting article in the July number of *Macmillan's Magazine* "The use and abuse of tobacco" thinks that, "in view of the terrible mortality from plague in India it is worth while to hold an inquiry to discover whether there exists any evidence of tobacco having been a possible partial prophylactic during the epidemic of the last five or six years. The mortality has been exceptionally great in the Punjab, where we have the great bulk of the Sikhs, who are forbidden by their religion to use tobacco. It has hardly affected Europeans or Eurasians, whose conditions of life and observance of sanitary laws undoubtedly have helped to keep them free. But the majority of males of these classes use tobacco, whilst the Burmese, who have escaped, are all smokers from their childhood. It should be easy to ascertain in the case of those Europeans and Eurasians, who have died from plague, whether they were smokers or non-smokers. Their friends and relatives would be able to afford the information. Plague has proved such a baffling disease and has done so much evil in the country, that anything which promised even a faint hope of efficacy is well deserving serious and full investigation. Pepsy mentions the undoubted belief of its efficacy at the time of the plague in London, and the belief in its virtues was pretty general throughout Europe in the seventeenth century. Our ancestors took 'tobacco juice,' 'tobacco wine,' and 'tobacco syrup.' The subject is one which is well worth inquiring into in India."

FLEEING FROM JUSTICE.

\$2,000 BAIL ESTREATED.

On the 8th inst. No. 43 Caine Road, the residence of Li Chun Lam, was broken into and a quantity of silk clothing, as worn by Chinese ladies, valued at \$300, was stolen. A report of the occurrence was turned in later to the police, and some days afterwards a portion of the booty was recovered from a pawnshop, and the pawnbroker's description of the man who had pawned the goods led to the arrest of one H. Cheung Lam, a relative of the complainant's wife with some of the stolen property still in his possession. The defendant was asked for by Mr. Kemp and a remand was placed for by Mr. Deacon, of Messrs. Deacon Looker and Deacon, solicitors. This was granted, bail being at first refused, but finally allowed in the sum of \$2,000 cash. This amount was paid by the brother of the accused, a wealthy compadore. Upon calling on the case this afternoon it was found that defendant was not present, and accordingly the bail was ordered to be estreated, and a warrant issued for the absconder's arrest.

RUSSIAN CRUISER "ASKOLD"

"ASKOLD'S" INJURIES.

WORK FOR THE DOCK COMPANY.

The following is taken from the *Shanghai Mercury* of the 13th inst.:

As might be expected the arrival of two Russian warships at this port yesterday excited a deal of curiosity and a natural desire among many to see the vessels that have been subjected to the fire of Japanese men-of-war and succeeded in running the gauntlet. The cruiser *Askold* and the destroyer *Grosvol* arrived at Woosung yesterday afternoon at 2 o'clock. Later in the day the *Askold* remained at anchor off Spit Buoy, about two or three miles from shore. Near her was a small German vessel said to be laden with coal and not very far off was the French battleship *Montcalm*. There were also two American warships in the vicinity, and a couple of torpedo-boats of the same nationality were manoeuvring about; one of these steamed up river towards Shanghai at about 11.45 o'clock this morning.

The *Askold*, as far as could be ascertained from shore by means of binoculars, presented a battered appearance, showing signs of contact with Japanese shells and some signs of patchwork having been done here and there. Of her five funnels, four were intact, at least they were standing; the fifth had had about four feet of it shot off. This was apparently in course of being repaired, and the new section intended to replace the part missing, had been laid in a line with the funnels, causing it to appear not unlike the stump of a sixth funnel. At her stern the *Askold* flies the Russian naval ensign, whilst at the main mast flies what appears to be the Admiral's flag.

This morning there was a rumour current at Woosung that a Japanese warship was expected shortly. Meanwhile the duty of watching the Russian had been allotted to the constable of the Japanese Consulate-General who had at his disposal a steam launch belonging to a local Japanese company. In this he made periodical cruises round the *Askold*, watching her every move and reporting the results of his observations to the Consul-General. There were also cruising about Woosung French, American, and Chinese steam-launches, which are, it is surmised, on the lookout for the approach of Japanese warships.

Though this morning the *Askold* showed no signs of leaving her moorings, later in the day, she hove up anchor and steamed slowly up river for the Cosmopolitan Dock and lay up alongside the dock at three o'clock where it is understood, she will be docked. As evidence of the damages she has received an interesting little incident happened just as she was leaving her anchorage. H.M.S. *Fearless* (third class cruiser) happened to be coming in at the time and as she passed the foreign men-of-war in the harbour, saluted each in turn. Nearing the *Askold* the *Fearless* extended the same courtesy to her but the unfortunate vessel on account of the damage done was unable to return the salute and was only able, after some delay, to signal the following words, "Saluting." "Can not." Needless to say the signal caused no surprise and the *Fearless* promptly signalled back "Understood." "Thank you."

Closer inspection of the *Askold* this afternoon after she had come up the river showed her to be more damaged than one would imagine looking at her from a distance.

Her after funnel has been shot away about ten feet from the top. All the funnels are completely riddled with shell holes, and the casing of the after funnel which has been shot away is lying on the deck just where it fell. A good deal of the upper works has been shot away and the pieces are lying strewn about the deck, no attempt having been made to clear away the wreckage. At on the starboard side a large iron plate has been patched over a large shell hole about ten feet above the water line, and close to the gangway there is another large hole on the same side forward. On the port side one of the large 6-inch guns has been dismounted and is lying overturned on the deck. On this side close to the water line is another large hole. Aboard of the main mast at the water line there is a large jagged hole but as part of it is under water the exact size cannot be ascertained. The after barbettes on the port side has been shot away and is now lying inwards, the gun being exposed; forward of this barbettes there is a hole right through the ship; this hole is about four feet square, and some iron bars of some kind have been placed across to keep it from falling inwards. Forward the cover of the ten-inch gun has been completely shot away. The torpedo netting is hanging in a tangled mass on both sides of the ship. Shot and shell marks are to be seen all over the vessel. The tops of the davits are shot away, the railing gone, boats riddled. In fact, she presents a generally battered appearance. Crowds of people surrounded her as

she went alongside the dock, but no one was allowed on board.

The *Grosvol* did not shift from her moorings during the day. It is understood that the Shanghai Taotai this afternoon sent a notification to both the *Grosvol* and the *Askold* requiring them to leave the precincts of the harbour within twenty-four hours.

It was ascertained that the *Askold* had one lieutenant and eleven men killed and fifty men wounded in the fighting on Wednesday.

U. S. COMMERCIAL COMMISSIONER

ON THE EXTREME ORIENT.

Mr. Kennedy, head of the American mission to the Extreme Orient, which has spent three years visiting Japan, China and Manchuria, has arrived at Paris on the 9th ult., having reached Marseilles on the steamer *Cadabang* from Haiphong and Saigon. Kennedy was received in Japan by the Mikado and was received by the Emperor of China, as well as by Kuropatkin at Moukden, the Russian General having greeted the American representative most cordially. Mr. Kennedy said to the correspondent of the Publishers' press: "The Japanese have been preparing for this war for more than three years and are perfectly organised, but they must necessarily yield before the Russians, being crushed by superior numbers. I think China will revolt within five years against Europeans and all Christians will be massacred. The uprising will be general and all European powers as well as America will have to take energetic measures to stop this formidable movement." Mr. Kennedy brings with him magnificent collections and stamps of all descriptions from all the countries which he has visited, and which are intended for American museums.

DISCOVERY OF COAL IN CEBU.

Coal of the finest quality has been discovered on the eastern coast of Cebu. It contains more than 92 per cent of combustible material, which places it very near the top in the list of high grade coals. The waste material in coal consists of water and ash. Coal that has a large percentage of one or both of these is of little value for heating purposes, as the water appropriates the heat, and the ash hinders combustion. Coal prospectors in the Philippines have not, on the whole, been very enthusiastic over the outlook. A big business has been done on nearly all of the central group of islands, but the most of it is of an indifferent quality.

This find in Cebu, however, will mean as much as capitalists choose to make of it. The seam is thick, and comparatively near the coast, so that transportation will not be a serious matter.

Japanese coal is far from satisfactory, as all those who have had anything to do with it know. It is the dirtiest coal mined anywhere in the world, and any marine engineer who has been in the Orient fights shy of it if anything else is to be had.

All the great liners coming from Europe fill their bunkers with Cardiff coal, and resort to Japanese coal only when they are forced to. Five minutes after the first lot has gone into the furnace volumes of the blackest and thickest smoke that ever came from a steamer's funnel are depositing a load of soot upon the unsuspecting passenger.

There is an unlimited market for first-class steamer coal that can be got to Hongkong or Singapore and sold at a figure that is anything less than exorbitant. In the future the ocean route from Europe to the Orient will see no passenger steamers that are not in every way the equal of the best Atlantic lines. The present 16 knots boats will be quite unable to compete with the trans-Siberian railway, when once it is thoroughly equipped, and already the steamship companies of England and Germany are discussing the advisability of constructing 23 knot boats that will make few calls between Southampton and Hongkong, and carry nothing but passengers, mail, and express freight.

These fast running boats will consume an enormous amount of coal, and it must be of the best grade. If the Philippines can get this trade the financial advantage to the islands can scarcely be estimated.—*Cablenews*.

SANDALWOOD AND ITS SCENT.

An interesting paper appears in the last number of the *Indian Forester* by Mr. M. Rama Rao of the Madras Forest Department, giving some of the results of several years' investigation of this tree in the Salem district. Two trees of similar size, grown at the same altitude, yielded 159 lbs. and 186 lbs. respectively of scented wood. The variation in yield is great and dependent upon conditions which are not yet fully understood. Mr. Rao observed that root-parasitism which was discovered in 1871 by Mr. Scott, but ignored until quite recently, plays a part in the growth and development of the tree that has never yet been suspected. He found unmistakable evidence of this in the case of seventy different species of plants growing within reach of a sandalwood tree. All their roots bore traces of attack by sandal roots. The sandal wood would seem to obtain much of its sweetness from its neighbours. Has the culture of this valuable tree ever been tried in this province? There must be many elevations in Burma which would suit it, although like all other trees its development depends not on altitude alone but on the soil and the number and variety of congeners growing in its neighbourhood.—*Rangoon Times*.

Mr. Consul Traiman, reporting on the trade of Chinkiang for the year 1903, says an increasing tendency is shown for native sugar to become foreign, that is, as explained in previous reports, for Swatow sugar to pass through Hongkong and thus become foreign merchandise in a Customs sense.

COMMERCIAL.

Quotations for the week close as follows:—	
Hongkong Banks	... \$665 b. 68
Nationals	... 38 b.
Union Insurance	... \$421 b.
Cantons	... 210 sa.
China Traders	... 63
Hongkong Fires	... 310 b.
China Fires	... 88 b.
H.K. & Macao Steamboats	28
Indo-Chinas	... 115 b.
Shell Transports	... 24 b.
China Sugars	... 188 b.
Raubas	... 61 b.
H.K. & Whampoa Docks	235 b.
Farnhams	... Tls. 1723 b.
Wharves	... \$116 s.
West oils	... 61 s.
Hongkong Hotels	... 134 b.
Shanghai Lands	... 112
Green Island Cements	291 sa. & b.
Electrics	... 113 sa.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 11th August.

The excitement of the week has been a rush on Farnham Boyd's shares, owing to rumours that financiers at home were negotiating for the purchase of the properties belonging to the Company, but nothing authentic has been made public. Meanwhile the value of the shares has appreciated this week alone 18 points, or Tls. 900,000. If this news is untrue there will be a sharp set back in prices. At the close there is already an easier feeling prevailing in the market, as many dealers are sceptical of the truth of the report.

Shipping.—Sales of Indo-Chinas have been made at Tls. 79 cash, and for this month's settlement, at Tls. 77½, Tls. 79, Tls. 80½ and Tls. 79½. There are buyers. For September transactions are reported at Tls. 79½, 80, Tls. 80½, Tls. 81, November at Tls. 79, 80, Tls. 81, Tls. 82½. For December Tls. 78, 80, Tls. 80½, Tls. 81, 82½. Tug and Lighter "preference" shares have changed hands at Tls. 4½ and Tls. 46. "Ordinary" at Tls. 47. Shares are wanted.

Docks.—The market for Farnham Boyd's opened at Tls. 146 and quickly rising cash sales were reported at Tls. 150, Tls. 151½, 152, 153½, Tls. 154, 155, Tls. 158, Tls. 160 and Tls. 162, 163, 165. The reason of the rise is given in the preamble. A big business has been done on time. For September transactions are announced at Tls. 149, Tls. 151, Tls. 152, 153, Tls. 156, 156½, 154½, Tls. 157, 160, 158 and Tls. 162, 163½, 164. October shares have been sold at Tls. 150, Tls. 152, 153, Tls. 154, 155½, Tls. 158½, 159, 160, Tls. 162, 164, 165 and Tls. 168½. For December Tls. 152, 152½, 153, 153½, Tls. 154, 155, 155½, 156, Tls. 155½, 156, 157, 158, Tls. 160, 162, 161, Tls. 162, 164, 165, 166, Tls. 168, 170, 172, 171, 172½, 171, 170, 172½, 173.

Tobaccos.—Sumatras have been placed for cash at Tls. 66, 65, and for October at Tls. 66. In Langkats cash business has been done at Tls. 305, Tls. 300 and Tls. 302½. For September at Tls. 305, Tls. 310, 308½, Tls. 310, 311½, Tls. 311½, 312. October at Tls. 310.

Co-Day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-MORROW (Saturday), the 20th instant, will be for 500 YARDS, commencing at 2.30 P.M.

RANGES:—200, 500 and 600 yards.

Seven Shots and a Sighter at each Range.

MOWBRAY S. NORTHCOTE,

Hon. Secretary.

Hongkong, 19th August, 1904. [53]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 24th August, 1904, commencing at 2.30 P.M., at his

SALES ROOMS, DUDELL STREET,

A COLLECTION

OF

JAPANESE CURIOS AND SILVERWARE,

Comprising:—

FINE OLD SATSUMA JAR, very fine IMARI PLAQUES, IMARI PORCELAIN, OLD NEISUKIS, INLAID SWORD GUARDS.

FINELY CARVED CABINETS (Red lacquer and Gold inlaid), LACQUERED PANELS, RED LACQUERED STANDS AND BOXES, SILK EMBROIDERED SCREENS, BROCADED PURSES, &c., &c., &c.

AND

A Few Specimens of

JAPANESE SILVERWARE.

On view from TUESDAY, the 23rd August. Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 19th August, 1904. [953]

METROPOLE THEATRE.

METROPOLE HOTEL.

Sole Proprietor,.....MR. JAMES CHRISTIE.

EVERY SATURDAY NIGHT.

A High-class Performance by Clever Artists, introducing the latest

SONGS! DANCES!!

AND SKETCHES!!!

COMPLETE CHANGE OF PROGRAMME

EVERY SATURDAY.

Overture 9 o'clock, Performance 9.10 p.m. sharp.

Prices.....\$2 and \$1.

Two Special Trams will be held until the conclusion of the Performance.

Hongkong, 19th August, 1904. [950]

Today's Advertisements.

HONGKONG GYMKHANA CLUB.

PROGRAMME OF THE THIRD MEETING, to be held at the HAPPY VALLEY, ON SATURDAY, the 27th instant, (weather permitting).

4.30 P.M.—ONE MILE AND A QUARTER.

FLAT RACE.—Handicap. For all China Ponies. Jockeys who have won an official race in Hongkong or China penalized 1 lb. Jockeys who have never won an official race in Hongkong or China allowed 5 lb. Entrance fee \$5. First Prize: A Cup presented by.....

2.345 P.M.—THREE FURLONGS.—Flat Race. For all China Ponies. Jockeys who have won an official race in Hongkong or China penalized 1 lb. Jockeys who have never won an official race in Hongkong or China allowed 5 lb. Entrance fee \$5. First Prize: A Cup presented by.....

3.45 P.M.—FIVE FURLONGS.—Flat Race. For all China Ponies. Jockeys who have won an official race in Hongkong or China penalized 1 lb. Jockeys who have never won an official race in Hongkong or China allowed 5 lb. Entrance fee \$5. First Prize: A Cup presented by.....

4.30 P.M.—LADIES' NOMINATION. HALL AND RUCKET RACE. Gentlemen to gallop up the straight past his nominator, who will throw a ball for him to catch as he gallops by, the ball (if caught) to be thrown into a bucket which will be placed further up the course. Best of three runs. Points for pace: Prize: presented by the Club.

5.30 P.M.—THE GYMKHANA CLUB CHALLENGE CUP.—Value \$30. For all China Ponies. Weight for inches as per scale. Winners of an open race or open griffin race 5 lbs. extra; non-winning subscription griffin allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra; non-winning Jockeys allowed 5 lbs. To be won by the pony scoring most marks in the races for the Cup by the end of the Club's season, counting 4 for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup. Penalties accumulative up to 15 lbs. Five to start or no race. One Mile. Entrance fee \$5; to go in the purchase of a memento to the winner of each race, and \$25 to Second Pony out of the Club funds.

6.45 P.M.—HURDLE RACE.—For China Ponies. Catch weights 10 to 12 lbs. Ponies, winners of one jump race to carry 3 lbs. extra; of two or more jump races 6 lbs. extra. Jockeys who have won an official race in Hongkong or China, penalized 1 lb. Distance about 1 mile. Entrance fee \$5. First Prize: presented by.....

Entries close to the Honorary Secretary, Gymkhana Club, TO-MORROW, the 20th instant, at the Hongkong Club, at 7 P.M.

Entrance fees must accompany Entry, otherwise Entry will not be accepted.

Entries in events Nos. 1, 3, 5 and 6 must state name, colour and height of pony, also racing colours.

GEO. K. HALL BRUTON,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	23rd August.
SWATOW, CHEFOO and TIENTSIN	"KANST"	25th "

PORT DARWIN, THURSDAY ISLAND,
COOKTOWN, CAIRNS, TOWNSVILLE,
BRISBANE, SYDNEY & MELBOURNE.* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is on board.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.S.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th August, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 20th August, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th August, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 13th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail on
"ARABIA"	4,483	Bahle	August 25th, 1904.
"NUMANTIA"	5,198	Schmidt	September 14th, "
"NICOMEDIA"	4,370	Wagner	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bill of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,738 H. W. WALKER.
Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"LOWTHER CASTLE" 20th August.
"ATHOLL" 20th September.For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th August, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"NAMSANG"

Capt. Geo. Payne, will be despatched as above,
on MONDAY, the 22nd instant, at 3 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 15th August, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS"

Captain Bourdon, will be despatched for the
above Ports, on or about WEDNESDAY, the
24th August.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 17th August, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA"

Captain —, will be despatched as above,
on THURSDAY, the 25th instant, at Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th August, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM"

Captain J. White, will be despatched for the
above Port, on or about SATURDAY, the 3rd
September.For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 4th August, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE"

Captain G. C. Cundy, will be despatched for the
above Ports, on or about WEDNESDAY,
the 7th September.This Steamer has Superior Accommodation for
Saloon Passengers.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th August, 1904.

Shipping—Steamer.

FOR KOBE.

THE Steamship

"OCAMPO,"

Captain G. G. Graham, will be despatched for
Kobe on the 22nd instant.For Freight or Passage, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 18th August, 1904.

Intimations.

SPECIAL OLD TOMESIN.

Marshall and
Elvy's

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,
Des Vieux Road.

Hongkong, 11th May, 1904.

LEVY HERMANOS

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"
— guarantee given to every purchaser.10, QUEEN'S ROAD,
Wing Lok Trail line.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quant-
ity 6 doz. pints).

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 15th January, 1904.

BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTOR

AND GENERAL COMMISSION

AGENTS.

16, DES VUEX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

BAUMER'S PATENT MOTOR

LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS AND ENLAR-
GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 119

Ice-House Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 19th September, 1904.

AN APPEAL.

THE SUPERIORES of the ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kind

of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Can-
dlen's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiores will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 11th April, 1904.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 16th August, 100 cts. per \$ Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa D

Comed—Ham Ngau Yuk

Roast—Shiu

Breast—Ngau Lam

Soup, Tong Yuk

Steak—Ngau Yuk Pa

Sorjoi—Ngau Lau

Sausages—Ngau Yuk Chau

Bullock's Brains—Know

Tongue fresh—Ngau Li

Comed—Ham Ngau Li

Head—Ngau Tau

Heart—Ngau Sum

Hump, Salt—Ngau Kin

Feet—Ngau Kerk

Kidneys—Ngau Yiu

Tail—Ngau Mei

Liver—Ngau Con

Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-

tau-keok

Mutton Chop—Yeung Pai Kwai

Leg—Yeung Pei

Shoulder—Yeung Shau

Pigs' Chitlings—Chi cheong

Brains—Chi Know

Feet—Chi Kerk

Fry—Chi Chak

Head—Chi Tau

Heart—Chi Sum

Kidneys—Chi Yiu

Liver—Chi Kon

Pork, Chop—Chi Pai Kwai

Comed—Ham Chu Yuk

Leg—Chu Pei

Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

Keok

Heart—Yeung Sum

Kidneys—Yeung Yiu

Liver—Yeung Con

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sung Ngau Yau

Mutton—Sung Yeung Yau

Veal—Ngau Chai Yuk

Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kaid

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

Hainan—Hoi Nam Kai

Geese—Ngai

Geese, Wild Shanghai—Sheung Hoi Ye

Musk Deer—Wong Keng

Harp—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

Hoihow—Hoihow Pak Kup

Quail—Um Chun

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chai

Turkeys, Cock—Fo Kai Kung

Hen—Na

Wild Ducks, Shanghai, Sui-ap

Teal, Shanghai, Sui Ap Chai

Wild Ducks Canton—Sung Shing Sui

Ap

FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Intimations.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.8
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—	
3 Months Contracts.....	5 per cent.
6 " " " " " " " " " "	10 " "
12 " " " " " " " " " "	25 " "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS

EXPRESSES

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

Intimations.

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
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Hongkong, 15th April, 1904. (6)

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"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for
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It completely disinfects the house in which
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"Sanitas" Eucalyptus Soap
is specially recommended by the medical
faculty for use in hot climates, because of its
disinfecting qualities and its fragrance.

Kingszett's Fumigating Candles
supply the safest and most convenient means
of sulphur fumigation. For the disinfection
of infected places, bedding, clothing, etc.,
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN,
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Shipping.

Arrivals.

Terrible, Br. battleship, 14,200, A. T. Stewart,
18th Aug.—Portsmouth 1st July, and
Singapore 13th Aug.
Loongmoon, Ger. s.s., 1,245, F. Kalkofen, 18th
Aug.—Shanghai 14th Aug., Gen.—S. &
Co.
Ataka, Br. s.s., 3,393, J. Park, 18th Aug.—New
York 24th June, Petroleum—S. O. Co.
M. Sirva, Ger. s.s., 665, F. Brandt, 18th Aug.—
Tamsui 14th Aug., Amoy 16th, and
Swatow 17th, Gen.—S. K.
Orange, Nor. s.s., 1,001, Joh. Dannevig, 19th
Aug.—Bangkok 12th Aug., Rice and Rice-
meal—S. W. & Co.
Prins Valdemar, Dan. s.s., 3,614, L. Koch, 19th
Aug.—Shanghai 15th Aug., Gen.—M. &
Co.
Chiyuen, Ch. s.s., 1,177, Stewart, 19th Aug.—
Canton 18th Aug., Gen.—C. M. S. N. Co.
Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen,
19th Aug.—Fakhoi via Hoihow 18th Aug.,
Gen.—J. & Co.

Clearances at the Harbour Office.

Loongmoon, for Canton.
Tah Hing, for West River.
Wonghoi for Bangkok.
Chowki, for Bangkok.
Yinghoi, for Canton.

Prins Valdemar, for Bangkok.
Hongkong, for West River.
Macau, for Kwong-chow-wan.
Sarpidon, for Singapore.
Kongnam, for West River.
Yusong, for Manila.
Idomeneus, for Shanghai.
James Brand, for Balic Papan, (Borneo).

Departures.

Aug. 19.

Borneo, for Colombo.
Chowki, for Bangkok.
Wonghoi, for Bangkok.
Gawah, for Calcutta.
Yusong, for Manila.
Kafong, for Manila.
Hinang, for Japan.
Loongmoon, for Canton.

Passengers Arrived.

Per Prins Valdemar, from Shanghai—
Messrs. F. Worm, Kislofsky and family.
Per Loongmoon, from Shanghai—Messrs. C.
E. Pratt, Walter S. Seim, Henry E. Smith,
Niclas, Harry O. Sasse, E. Stamm, and 47
Chinese.

Vessels in Port.

Steamers.

Anglo-Australian, Br. s.s., 2,581, O. H. Lewis,
11th Aug.—New York via Singapore 11th
June, Case Oil—S. O. Co.
Austria, Aust. s.s., 4,879, R. Colledani, 12th
Aug.—Trieste 27th June, and Singapore
12th Aug., Gen.—S. W. & Co.
Changsha, Br. s.s., 2,300, T. Moore, 15th Aug.—
Sydney via Ports 19th July, Gen.—B. &
S.
Devawongse, Ger. s.s., 1,057, Ch. Kumpel, 10th
Aug.—Bangkok 4th Aug., Rice—B. & S.
Emma Luyken, Ger. s.s., 1,160, H. Martens,
28th July—Singapore 22nd July, Sugar
and Nuts—Chinese.
Empress of India, Br. s.s., 3,032, O. P. Marshall,
16th Aug.—Vancouver 25th July, and
Shanghai 13th Aug., Mails and Gen.—C.
P. R. Co.
Foo Shing, Br. s.s., 1,423, T. Arthur, 14th Aug.—
Moji 8th Aug., Coal—J. M. & Co.
Haiching, Br. s.s., 1,207, A. E. Hodgins, 18th
Aug.—Swatow 17th Aug., Gen.—D. L. &
Co.
Hongkong, Fr. s.s., 742, A. Suzzoni, 17th Aug.—
Haiphong and Hoihow 16th Aug., Gen.—
A. R. M.
Idomeneus, Br. s.s., 4,000, H. Nish, 18th Aug.—
Singapore 13th Aug., Gen.—B. & S.
James Brand, Br. s.s., 2,512, Torrance, 18th
Aug.—Swatow 17th Aug., Ballast—Meyer
& Co.
Karin, Swed. s.s., 607, G. Peterson, 15th Aug.—
Sourabaya 5th Aug., Sugar—S. W. & Co.
Korat, Ger. s.s., 1,928, H. Hirbner, 16th Aug.—
Singapore 25th July, and Bangkok 9th
Aug., Gen.—M. & Co.
Laertes, Br. s.s., 1,341, J. B. Jackson, 13th Aug.—
Saigon 9th Aug., Rice and Meal—Wo
Fat Sing.
Lothian, Br. s.s., 3,227, J. C. Williamson, 4th
Aug.—Salina Cruz 3rd June, Ballast—C.
S. S. Co.
Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug.—
Sandakan 4th Aug., Timber—J. M. &
Co.
Mercedes, Br. s.s., 3,000, G. S. McGregor, 11th
Aug.—Wei-hai-wei 4th Aug., Ballast—
Order.
Nam Sang, Br. s.s., 2,501, Geo. Payne, 13th
Aug.—Calcutta via Penang and Singapore
30th July, Gen.—J. M. & Co.
Ocampo, Br. s.s., 1,311, G. G. Graham, 16th
Aug.—Mororan 6th Aug., Coal—D. & Co.,
Ld.
Quang Nam, Fr. s.s., 710, V. Jean, 17th Aug.—
Saigon 10th Aug., Rice and Gen.—B. &
Co.
Rubi, Br. s.s., 1,611, R. W. Almond, 15th Aug.—
Manila 13th Aug., Gen.—S. T. & Co.
Samsen, Ger. s.s., 998, F. Richwaldt, 17th Aug.—
Kobischang (Bangkok) 11th Aug., Rice—
M. & Co.
Sarpidon, Br. s.s., 3,022, J. Grier, 18th Aug.—
Shanghai 14th Aug., Gen.—B. & S.
Shantung, Br. s.s., 1,837, J. Manach, 8th Aug.—
Java Ports 30th July, Gen.—B. & S.
Sikh, Br. s.s., 3,216, James Rowley, 5th July—
New York 4th May, Gen. and Case Oil—
D. & Co., Ld.
Suisang, Br. s.s., 1,776, J. Young, 17th Aug.—
Pekalongan (Java) 8th Aug., Sugar—J.
M. & Co.
Taifu, Ger. s.s., 1,083, C. U. erfeldt, 11th Aug.—
Saigon 6th Aug., Rice and Rice-flour—
E. A. T. Co.
Tsintau, Ger. s.s., 1,002, O. Koch, 17th Aug.—
Bangkok 10th Aug., and Kob-ni-chang
11th, Rice, Wood and Gen.—B. & S.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May,
—New York 10th Dec, 1903, Case Oil—
S. O. Co.
E. B. Sutton, Am. ship, 1,530, Johnson, 19th
July—Chefoo 20th June, Ballast—Order.
Evie T. Ray, Am. bq., 918, Katten, 6th Aug.—
Manila 20th June, Timber—Order.
Kentmore, Br. bq., 2,334, Burch, 14th June—
New York 29th Jan., Kerosine—S. O. Co.
Sokoto, Br. 4-masted bq., 2,193, Wm. Bourke,
1st Aug.—New York 3rd April, Petroleum—
S. O. Co.
Trongate, Br. bq., 949, A. Hutton, 28th May—
Fremantle 23rd May, Sandalwood—
Gilman & Co.

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder ... at Kowloon Dock.
Shanghai ...
H.M.S. Leviathan ...
Lithian ...
Changsha ...
H.M.S. Taku ...
Devawongse ...
Shantung ... Cosmopolitan
Taming ...
M. Struve ... Aberdeen

Ships Passed The Canal.

Outward—15th July—Scandia, Armanita,
Sambila, 20th July—Britishul, Ataka, 23rd
July—Albanga, Formosa, Rastila, Idomeneus,
Ranmore, 27th July—Dardanus, Claverburn,
Reckley, 30th July—Annam, Tydeus, El-
leric, 3rd August—Dante, Ernest Bullydy,
Simons, Seydilla, 6th August—Telemachus,
Japan, 9th August—Eldvold, Alexandra,
Bayer, Ambria, Balfour, Seneca, 13th August—
Malacca, Patroclus, Heathcliff, Suevia,
Barotus, 17th August—Baronsdon, Room,
Homeward—15th July—Para, Polynesian,
Pak Ling, 27th July—Sagovia, 9th August—
—Trieste, Yang Tsi, Bencluch, 13th August—
—Candia.

Arrivals at Home—15th July—Aletious,
Oldenburg, Prometheus, Australian, 20th
July—Glenurriel, Sachsen, 23rd July—Mor-
burg, Deucalion, 27th July—Marguis, Bac-
quelm, Strassburg, 30th July—Zelen, 3rd
August—Ternak, 6th August—Ceylon, 9th
August—Benmohr, Himalaya, Sagovia, Mon-
mouthshire, Agammon, 13th August—Yar-
ra, Seydilla, Main.

Steamers Expected.

Vessels	From	Agents	Due
Pundua	Singapore	J. M. & Co	Aug. 22
Lightning	Singapore	D. S. & Co	Aug. 23
Formosa	Singapore	P. & O. Co	Aug. 23
Ernest Simons	Singapore	M. M.	Aug. 24
Scandia	Singapore	C. J. J. L.	Aug. 24
Tjilatjap	Kobe	C. J. J. L.	Aug. 24
Mongolia	San Francisco	P. M. Co.	Aug. 27
Kumgang	Singapore	J. M. & Co	Aug. 29
Aragonia	Portland	P. & A. Co	Aug. 31
Emp. of Japan	Vancouver	C. P. R. Co	Sept. 6
Chingtu	Sydney	B. & S.	Sept. 7

Post Office.

In future, there will be one delivery of
correspondence each day on week days only
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noon.

Pillar Boxes at Arsenal Street and Percival
Street will in future be cleared four times a
day as under.

Percival Street 8 a.m.—11 a.m.
2 p.m.—5 p.m.
Arsenal Street 8.5 a.m.—11.5 a.m.
2.5 p.m.—5.5 p.m.

J Mail will close for—

Canton—Per *Loongmoon*, 20th Aug., 7.30 A.M.
Manila—Per *Rubi*, 20th Aug., 9 A.M.
Haiphong—Per *Hongkong*, 20th Aug., 9 A.M.
Singapore—Per *Sarpidon*, 21st Aug., 9 A.M.
Bangkok—Per *Anglin*, 20th Aug., 9 A.M.
Panama and Callao (Peru)—Per *Kensington*,
20th Aug., 11 A.M.
Kobe—Per *Taifu*, 20th Aug., 11 A.M.
Swatow, Amoy and Foochow—Per *Haiching*,
20th Aug., 1 P.M.
Macao—Per *Heungshan*, 20th Aug., 1.15 P.M.
Saigon—Per *Laertes*, 20th Aug., 4 P.M.
Chefoo and Newchwang—Per *Karin*, 20th
Aug., 5 P.M.
Shanghai and Sourabaya—Per *Emma Luy-
ken*, 20th Aug., 5 P.M.
Shanghai and Yokohama—Per *Austria*, 20th
Aug., 5 P.M.
Nantao—Per *Taichun*, 20th Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 20th Aug., 5 P.M.
Macao—Per *Wingchat*, 20th Aug., 5 P.M.
Nantao—Per *Taichun*, 21st Aug., 9 A.M.
Sanbue—Per *Hoi Fu*, 21st Aug., 9 A.M.
Macao—Per *Wingchat*, 21st Aug., 9 A.M.
Canton—Per *Honam*, 21st Aug., 9 A.M.
Swatow, Amoy and Tamsui—Per *M. Siruve*,
21st Aug., 9 A.M.
Singapore, Penang and Calcutta—Per
Namsang, 22nd Aug., 2 P.M.
Shanghai—Per *Kwongsang*, 22nd Aug.,
3 P.M.
Nantao—Per *Taichun*, 22nd Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 22nd Aug., 5 P.M.
Macao—Per *Wingchat*, 22nd Aug., 5 P.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per *Gallie*, 23rd
Aug., 10.45 A.M.
Europe, &c., India, via Tuticorin—Per
Tourans, 23rd Aug., 11 A.M.
Manila—Per *Taming*, 23rd Aug., 4 P.M.
Nantao—Per *Taichun*, 23rd Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 23rd Aug., 5 P.M.
Macao—Per *Wingchat*, 23rd Aug., 5 P.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per *Empress
of India*, 24th Aug., 11 A.M.
Sandakan—Per *Mausang*, 24th Aug., 1 P.M.
Amoy, Straits and Rangoon—Per *Pundua*,
24th Aug., 5 P.M.
Nantao—Per *Taichun*, 24th Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 24th Aug., 5 P.M.
Macao—Per *Wingchat*, 24th Aug., 5 P.M.
Swatow, Chefoo and Tientsin—Per *Kansu*,
25th Aug., 3 P.M.
Nantao—Per *Taichun*, 25th Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 25th Aug., 5 P.M.
Macao—Per *Wingchat*, 25th Aug., 5 P.M.
Nantao—Per *Taichun*, 26th Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 26th Aug., 5 P.M.
Macao—Per *Wingchat*, 26th Aug., 5 P.M.
Europe, &c., India, via Tuticorin—Per
Candora, 27th Aug., 11 A.M.
Manila—Per *Zahra*, 28th Aug., 9 A.M.
Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney and
Melbourne—Per *Changsha*, 13th Sept., 4 P.M.
Europe, &c., India, via Tuticorin—Per
Guttenau, 14th Sept., 11 A.M.
Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney, Hobart,
Launceston, New Zealand, Melbourne, Adelaide
and Perth—Per *Eastern*, 17th Sept., 11 A.M.

Nagasaki, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per *Empress of
Japan*, 21st Sept., 11 A.M.

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Alacrity	despatch-vessel... ..	1,700	—	3,000	Commander O. de B. Brock	Shanghai
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,750	6	1,400	Commander R. Nugent	Behring Sea
Amphitrite... ..	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Malley	Wei-hai-wei
Bramble	gunboat, 1st class	710	6	1,300	Lieut-Commander Oscar M. Makins	Chemulpo
Britomart	gunboat, 1st class	710	6	1,300	Lieut-Commander T. D. Pratt	Yamaguchi
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wei
Cherub	water tank and tug	300	—	300	...	Hongkong
Eclipse	cruiser, 2nd class	5,000	11	9,600	Captain Robert H. S. Stokes... ..	Singapore
Esperance	sloop	1,070	10	1,400	Commander Ernest Barton	Chinwantao
Fame	torpedo boat destroyer	350	6	5700	Lieut-Commander C. Asser	Shanghai
Fearless	cruiser, 2nd class	1,580	12	3,200	Commander P. V. Lewis, D.S.O.	Wei-hai-wei
Glorious	battleship, 1st class	12,950	16	13,500	Captain W. A. Carrer	Wei-hai-wei
Handy	torpedo boat destroyer	375	6	4,000	...	Hongkong
Hart	torpedo boat destroyer	375	6	4,000	Lieut. Jellicoe	Wei-hai-wei
Humber	storeship	1,640	—	800	Lieut. P. M. Riadore	Wei-hai-wei
Iphigenia	cruiser, and class	3,600	8	7,000	Captain William B. Fawcner	Shanghai
Janus	torpedo boat destroyer	380	6	5,900	Lieut-Commander J. A. Gregory	Taku
Kinsha	river gunboat	—	4	—	Lieut-Commander G. B. Powell	Yangtze
Leviathan	cruiser, 1st class	14,100	18	31,592	Captain F. G. Kirby	Hongkong
Moorhen	river gunboat	180	2	800	Lieut-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. C. Greet, R.N.	Wei-hai-wei
Otter	torpedo boat destroyer	350	6	6,300	...	Hongkong
Phoenix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Yangtze
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Hongkong
Robin	river gunboat	85	2	240	Lieut-Commander Robert E. Vaughan,	Hongkong
Rosario	sloop	987	6	1,400	Commander T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	Lieut-Commander H. T. Atlay	West River
Snipe	river gunboat	85	2	240	Lieut-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	350	6	6,500	Fleet Reserve	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut-Commander E. V. Dugmore	Yangtze
Terrible	cruiser, 1st class	14,200	18	25,000	Captain Arthur T. Stuart	Hongkong
Thetis	cruiser, and class	3,400	8	9,000	Captain J. A. C. Wilkinson	Wei-hai-wei
Tweed	coast defence gunboat	363	3	200	Lieut-Commander R. H. Keale	Yangtze
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Wei-hai-wei
Vestal	sloop	680	6	1,400	Commander S. St. John Farquhar	Yangtze
Virago	torpedo boat destroyer	355	6	450	...	Hongkong
Waterwitch	surveying ship	620	—	5,900	Lieut-Commander Ernest C. Hardy	Shantung
Whiting	torpedo boat destroyer	360	6	550	Lieut-Commander H. M. Wells	Wei-hai-wei
Woodcock	river gunboat	150	2	550	Lieut-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut-Commander Wason	Yangtze

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
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ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, at
1 P.M., the Company's Steamship
"TOURANE," Captain Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with
the Australian Line S.S. *Argonaut* bound
for MARSEILLES via BOMBAY and ADEN.
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

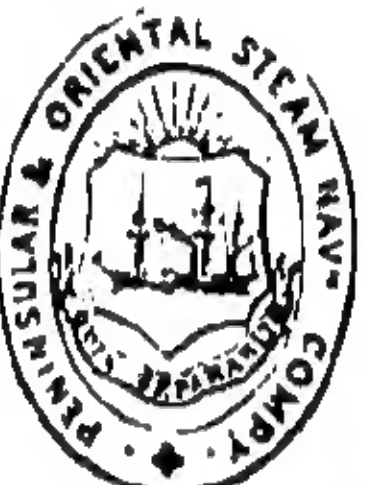
Shipping Orders will be granted till NOON
only on MONDAY, the 22nd August, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th August, 1904.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

"COROMANDEL."

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from this
Port on SATURDAY, the 27th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Maldavin*, 9,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Victoria*,
due in London on the 6th October.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th August, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Shamout</i>	9,600	W. M. Smith...	Aug. 31
<i>Tremont</i>	9,600	T. W. Garlick...	Oct. 1
<i>Shamout</i>	9,600	W. M. Smith...	...
<i>Tremont</i>	9,600	T. W. Garlick...	...
<i>Lyra</i>	4,417	G. V. Williams...	...
<i>Hyades</i>	3,753	Geo. Wright...	...

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

<i>Shamout</i>	9,600	W. M. Smith...	Aug. 20
<i>Tremont</i>	9,600	T. W. Garlick...	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw S.S. *Shamout* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 15th August, 1904.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU,"

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 o'clock
this afternoon.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 23rd August, at
9.30 A.M.

All Claims must reach us before the 29th
of August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 16th August, 1904.

To Let.

TO LET.

NO. 1, RIFON TERRACE IN FLATS.
No. 4, RIFON TERRACE.
No. 17, WONG NEI CHONG ROAD, facing
Race Course.

FLATS IN MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIKE).

GODOWNS: PRAYA EAST.

OFFICES in Nos. 10 and 16, DES VUEX
ROAD CENTRAL.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 18th August, 1904.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904.

TO LET.

GODOWN No. 6, NEW PRAYA, KENNEDY
TOWN.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 28th July, 1904.

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904.

TO LET.

6, SEYMOUR TERRACE, 4-room House
and side verandahs. \$100 and Taxes.

Apply to—

"CHEAP"

C/o this Paper.

Hongkong, 4th August, 1904.

TO LET.

EUROPEAN HOUSES, Nos 2 to 15,
GAP ROAD, facing Race Course,
within reach of the Electric Cars, thoroughly
cleansed and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U.

or

A. STEVENSON,

Agent for Lessee.

C/o THE PHARMACY.

房藥大法中

No. 56, Queen's Road Central.

Hongkong, 18th August, 1904.

TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JENSEN & Co.

Hongkong, 27th April, 1904.

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD, Comfortable and
Airy Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$60,000 \$250,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/81=\$22.994 for half-year ending 31.12.1903	6 1/2 %	\$665 sales London 684 \$38 buyers \$10
National Bank of China, Limited. Do. (Founders)	4,453 750	£10 £1	£8 £1	\$75,513 \$191,973	\$21,668	\$2 (London 3/6) for 1903 None	5 1/2 %	
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$169,143 \$24,415 \$60,872 \$900,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$540 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,912 \$131,121 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$63
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850 \$700,000	Tls. 27,589	Final of £1 making £2 for 1902		Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$37,704 \$1,300,000 \$9,100	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$150	\$50		\$10,551	\$15 for 1902	7 %	\$210 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,700,278 \$1,000,000 \$125,675 \$2,500	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0		\$39,947	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$28
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£105,000 £100,000	£5,853	10/- for 1903	5 %	\$115 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$125,000 \$80,905 \$60,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,000 \$15,000	\$1,287	{ \$1.80 & b. 40 cts. \$0.90 & b. 20 cts. } for year ending 30.4.04	6 1/2 % 4 1/2 %	\$38 buyers \$28 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$20,000 \$21,075 \$18,000 \$130,143	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£4,000,000 Tls. 98,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	24/- buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 805	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30
Shanghai Tug and Lighter Company, Limited. Do. (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2 }	9 1/2 % 7 1/2 %	Tls. 47 buyers Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$187 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,995	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$7 sellers
Chinese Engineering and Mining Company, Ltd.	50,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6.30 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	{ \$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$232 buyers
S. C. Farnham, Boyd & Co., Limited	55,000	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final=Tls. 12 for year end. 30.4.04	7 %	Tls. 17 1/2 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$250
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus \$7 dividend }	6 1/2 % 6 1/2 %	\$200 buyers \$110
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$49,936	\$10 div. & \$2 1/2 bonus for 1903	6 %	\$210 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$117 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,989 \$250,000	\$28,015			
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 %	Tls. 160 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 5,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,966	Interim of \$6 for 1904	8 %	\$153 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50		Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Interim of Tls. 3 for 1901	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	Tls. 363	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$63
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$136 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 23,500	\$16,304	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$34 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	\$0.87 1/2 for the year ending 31.3.1904	6 1/2 %	Tls. 14 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 40
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$13 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31. 0.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898		Tls. 25 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares		Tls. 32 1/2 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 1/2 for 1897		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31/7 03 }	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6 1/2	9 1/2 %	Tls. 6 1/2 sales
Alhambra, Limited	300	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900		\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year		\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$-9 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 1/2
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$25,000	\$2,883	Final of 50 cents making \$1 for 1903	6 1/2 %	\$15 1/2
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	11 %	\$0 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$9 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904	7 1/2 % 7 1/2 %	\$15 1/2 buyers \$9 1/2 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,805 Tls. 100,000	£7,387	£1 div. and 3/- bonus for 1902		\$160 buyers
Shanghai Gas Company, Limited	10,616	Tls. 50	Tls. 50	Tls. 108,172 Tls. 140,000	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	9 %	Tls. 95 sales
Shanghai Waterworks Company, Limited	7,700	Tls. 100	Tls. 100	Tls. 15,259	Tls. 7,369	Interim of 15/- for 1904	7 1/2 %	Tls. 390 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 130 seller
Tientsin Native City Waterworks Company, Ltd.	2,941	\$20	\$20	\$186,000	Tls. 413	Tls. 2 for half year		Tls. 149 seller
Hall & Holz, Limited	21,000	\$100	\$100	none	\$13,104	Final of \$4 making \$13 for 1903	11 1/2 %	\$31 buyers
Lace, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$50	none	\$21,482	Final of \$7 making \$12 for year end. 29.2.04	9 1/2 %	\$130 buyers
Hongkong Rope Manufacturing Company, Ltd.	6,000	\$25	\$25	\$70,000	\$8,395	\$10 for 1903	7 1/2 %	\$1.0 buyers
Geo. Fenwick & Co., Limited	5,000	\$25	\$25	\$35,000	\$5,517	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company Limited	2,000	\$100	\$100	\$45,000	\$5,844	Interim of \$4 for 1904	7 1/2 %	\$240 buyers
Straits Ice Company, Limited	1,210	\$100	\$100	\$30,000	\$4,283	\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	10,000	\$7 1/2	\$6	\$20,000	\$5,029	\$2 1/2 for year ending 30.11.1903	7 1/2 %	\$280 buyers
Dairy Farm Company, Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	8 1/2 %	\$30 sales
Campbell, Moore & Co., Limited	8,604	12/6	12/6	none	\$161	6d. per share for 1903	5 1/2 %	\$5 buyers
Bell's Asbestos East-ern Agency, Limited	9,900	\$10	\$4	\$20,000	\$180	{ \$20 cents \$0.70 } for year ended 31.5.1901	9 1/2 % 10 1/2 %	\$94 buyers \$180 buyers
United Asbestos Oriental Agency, Limited Do. (Founders)	100 20,000	\$10 \$5	\$10 \$5	none	\$42,551	None		\$14 sellers
Tebrau Planting Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$19 sales
Hongkong Steam Waterboat Company, Limited	30,000	\$10	\$10	none	\$3,739	None		194 buyers
China Light and Power Company, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	8 1/2 %	\$12 buyers
William Powell, Limited	5,000	\$5	\$5	none	\$3,544	{ 60 cents for year ended 31.5.04 First year }	8 1/2 %	\$7 sellers \$34 buyers
Steam Laundry Company, Limited	10,000	\$5	\$3	none				
Maatschappij tot Mijl-, Bosch- en Landbouwek- plooiing in Langkat	25,000	Gs. 100	Gs. 100	Tls. 3,469 Tls. 11,143	Tls. 27,187	{ First quarterly of Tls. 10 paid 15.3.04 Second do. Tls. 10 paid 15.6.04 }	13 %	Tls. 310 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 71 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 0.000	Tls. 3,288	Interim of Tls. 6 for 1904	9 %	Tls. 135 buyers
Central Stores, Limited	6,000	\$15	\$12	\$10,000	\$1,253	{ Interim of \$1.20 for 1904 None }	14 1/2 %	\$23 sellers
Do. (New Issue)	133							\$100
E. L. Mondon, Limited	24,000	\$15	\$7 1/2	none	First year	Preferential of 7 per cent for 1904	7 %	\$7 1/2 sales
China Flour Mill Co., Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,595	Tls. 5 for 1902	7 1/2 %	Tls. 40 sellers
Khai Brothers, Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 sellers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$1 div. and 25 cents bonus for half year ended 30.6.1903	7 %	\$17 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$2 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	7 1/2 %	\$26 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$10	\$50	none		First year		\$50
South China Moring Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None		\$25